Map Showing Surveyed Portion of Land Grant of NORTHERN PACIFIC RAILROAD COMPANY from Jamestown, North Dakota, to Montana Boundary Line.

SCALE, 6 MILES TO 1 INCH.

INCLUDING TOWNSHIPS 129 TO 148 NORTH, AND RANGES 62 TO 105 INCLUSIVE, WEST OF THE 5TH PRINCIPAL MERIDIAN.

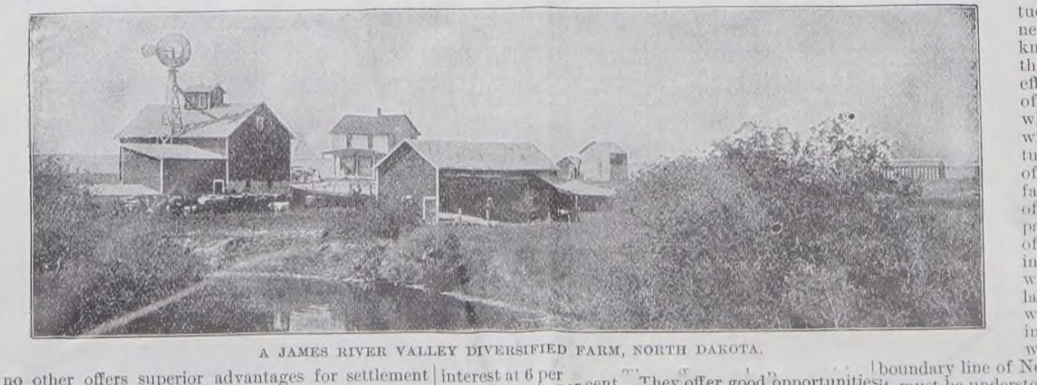
EXPLANATION.—The shaded sections indicate Railroad Lands not sold. The small, open circles show Railroad Lands sold. The black dots indicate Government Lands settled. Sections and quarter-sections in white show the unoccupied Government Lands. Sections shown thus ▩ are reserved for School purposes.

FOLD THIS END IN FIRST.

SECTIONAL LAND MAP
SHOWING THE
Lands OF THE Northern Pacific Railroad Co.
FROM JAMESTOWN, NORTH DAKOTA, TO THE WESTERN BOUNDARY OF THE STATE.

NORTH DAKOTA.

THE new State of North Dakota, admitted to the Union November 2, 1889, comprises the northern half of the former Territory of Dakota. It has an area of about 70,795 square miles, or 45,308,800 acres—about equal to the States of Ohio and Indiana combined. Its surface may all be characterized as prairie; but it is nearly level in the east, undulating and rolling in the center, and rolling prairie with low hills in the western part of the State. The Missouri River traverses the State from the northwestern corner to a point about midway from east to west on the South Dakota border. The Red River of the North divides the State from Minnesota on the east; Manitoba and Assiniboia bound the State on the north; the new State of Montana on the west; and the new State of South Dakota on the south. No other State or Territory has as extensive areas of fertile agricultural land still unsettled, and no other offers superior advantages for settlement by farmers and stock-raisers. Fully three-fourths of its surface consists of highly fertile prairie land.


A JAMES RIVER VALLEY DIVERSIFIED FARM, NORTH DAKOTA.

The present population of North Dakota is about 200,000. It will easily support, without overcrowding, a population of 3,000,000. In fact, it may be said that there is room in the State for more than ten times its present population before it becomes as thickly settled as Iowa, or even the eastern part of Kansas. There can, therefore, be no question as to North Dakota being a good field for building new homes. Fertile land is there, by the hundreds of thousands of acres, awaiting industry to convert it into farms and pasture fields. Railroads are built ready to distribute the incoming population and to carry to market the products of the soil; counties are organized; towns are established; school-houses and churches are built in all the settled regions; and, in brief, the whole frame-work of a well-organized and progressive society has been established by the pioneers, so that the new-comers have only to enter into the enjoyment of the facilities for industry, enterprise and comfortable living provided by their predecessors. The days of frontier privations and hardships are gone by. The settler in North Dakota can procure all the comforts and conveniences of living, and the implements and tools of his occupation, with no more effort or difficulty than are required in the East. New railroads will be built as fast as the present unsettled districts are occupied; and new towns are constantly being established to meet the needs of the various farming communities. There are still within its limits hundreds of thousands of acres of rich prairie land open to original occupancy under the homestead and other land laws, and, in addition to the free government lands, there are large areas of low-price railroad lands offered for sale on long-time payments when desired. North Dakota is traversed from east to west by the main line of the Northern Pacific Railroad. The building of this important transcontinental highway greatly stimulated settlement, and the Railroad Company has made constant efforts for the development of the country by building branch lines to facilitate the transportation of crops, and by selling their lands at very low prices and on easy terms.

Sectional Land Map.—The sectional land map, printed on the inside of this folder, shows the surveyed portion of the Northern Pacific land grant lying in North Dakota, between the valley of the James River and the western boundary of the State—the Montana line. The grant extends for a distance of 50 miles on each side of the Northern Pacific Railroad. The map indicates the railroad lands, sold and unsold, the occupied and unoccupied government lands, and the sections reserved for school purposes in the districts over which the government surveys have been made. With this map, the intending settler can inform himself, with very little trouble, as to what government lands are open to homestead entry, and what railroad lands are still unsold. The railroad company has recently reduced the prices of its lands and also the rate of interest, and are now offering them for sale cheaper than ever before. The district of North Dakota represented on this map contains an area of about 17,000,000 acres, and is, beyond question, the best large area of land still open, in great part to original settlement, in the United States. In fact, the extensive regions in the Northwestern States, embracing what is termed the "Northern Pacific Country," comprise the only portion of the West where the agricultural settler can now have a wide range of choice of fertile lands with the advantage of homesteading government lands, and also of purchasing, at low prices and on long time, the adjoining railroad lands.

Railroad Lands in North Dakota.—The Northern Pacific Railroad has for sale in North Dakota over 6,750,000 acres of rich farming and grazing lands; and almost every section of this vast domain is valuable for agriculture and stock raising. The prices have been reduced, ranging chiefly from $1.00 to $5.00 per acre, on five years' time, with interest at 6 per cent. They offer good opportunities to engage in diversified farming, the raising of cattle, hogs, horses, and sheep, and dairying. For terms, see "TERMS OF SALE" on outside page.

Government Lands.—The unoccupied government lands in the region shown on the within sectional land map, are fully as extensive in aggregate area as those owned by the Railroad Company. A synopsis of the United States land laws as changed by Congress, March 3, 1891, governing the acquisition of lands by settlers, will be found on the outside page. The railroad and government lands are in alternate sections of 640 acres to a section; the odd-numbered sections being the railroad lands, and the even-numbered ones belonging to the government. Settlers who desire to own large farms, can exercise their rights to acquire government land, and can purchase railroad lands immediately adjoining. There yet remain open to entry and settlement in the State of North Dakota 16,000,000 acres of free government land, rated as agricultural land.

Character of the Country.—The surface of North Dakota is undulating and rolling prairie, except the valleys; the plateau of rolling prairie diversified with low, grassy hills known as the coteaux; the hilly, wooded district in the extreme north, called the Turtle Mountain country; and a comparatively small strip of country with peculiar formations lying in the western portion of the State, watered by the Little Missouri River, a rough, broken, grazing region, and generally known as the "Bad Lands of the Little Missouri." Fully three-fourths of the entire surface of North Dakota is rich agricultural land, and the remainder is excellent pasture land; so that it may be said, without exaggeration, that there is no waste land to speak of in this whole State. Descriptions more in detail of the different sections of country in the State, are given in this publication further along.

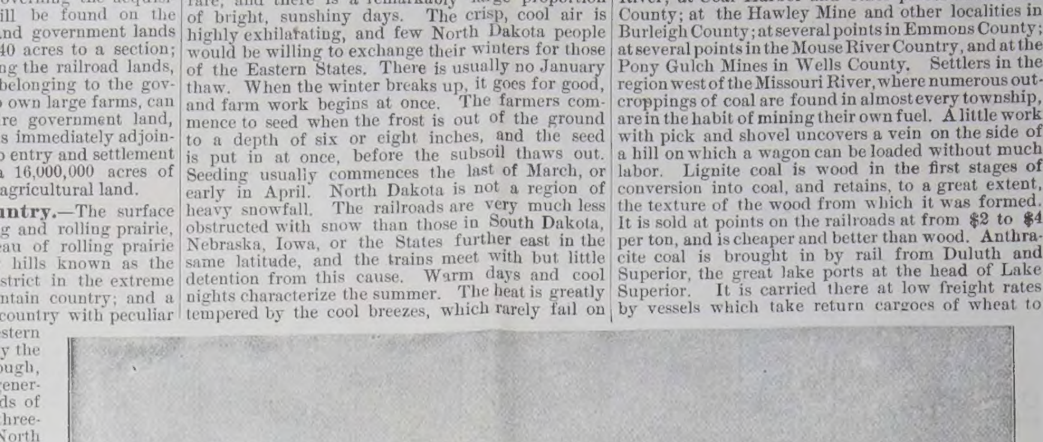
Rivers.—The Red River of the North separates North Dakota from Minnesota—a distance of 200 miles—and drains what is known as the Red River Valley. Its principal tributaries in North Dakota are the Sheyenne, Maple, Goose, Park, and Pembina rivers. Of these the Sheyenne is the most important, running for more than 300 miles through portions of ten counties. The James River flows through six counties in a southerly course for about 225 miles. These rivers water the country lying between the Red River and the Missouri River. The Mouse River, which flows into the Assiniboine in Manitoba, makes a long loop in North Dakota, fully 200 miles in length, passing through four counties. The Missouri River traverses the State for a distance of about 350 miles, having a general course from northwest to southeast, and in this distance it has no important tributaries on the east except the James River. The principal North Dakota streams flowing into the Missouri from the west are the Little Missouri River which traverses the western portion of the State for a distance of 250 miles; the Big Knife River, 125 miles in length; the Heart River, 150 miles long; and the Cannon Ball, with its North and South Forks, fully 150 miles in extent. These four streams with a number of important tributaries, water that part of North Dakota lying west of the Missouri River.

Lakes.—A considerable part of the drainage of the North Dakota prairies is into lakes and ponds, many of which have no outlets. Devil's Lake, the largest body of water, is fifty miles long and from two to six miles wide. There are hundreds of smaller lakes, varying in size from an area of a few acres to that of five or six square miles. These lakes give especial facilities to the farmers for water for stock in sections where there are few running streams. These lakes abound in water fowl and fish, and are an attractive feature of the country.

North Dakota Climate.—It has required many years to correct the misconception, formerly prevailing in the East, concerning the climate of North Dakota. The truth is gradually becoming known, however. People who look at the maps and consider the latitude of this region only, jump to the conclusion that it must have a winter climate corresponding to that of like latitudes in the East. It has been necessary to educate them up to a knowledge of the importance of the isothermal lines, and of the effect of the warm Japan current of the Pacific Ocean, producing what is known as the "Chinook winds," in modifying the temperature of all the northwestern regions of the American continent. The fact is, that the isothermal line of 50 degrees Fahrenheit, which passes through the wheat countries of Russia, Austria and France, and in the United States, runs westward through Harrisburg, Cleveland and Chicago, turns northward, passing through St. Paul and into Manitoba, and thence passes westward north of the northern boundary line of North Dakota and Montana. This, it must be understood, is the line of 50° mean annual temperature. The thermometer occasionally shows a lower degree of temperature in North Dakota than in Ohio, Indiana, or Pennsylvania; but the atmosphere is so dry that the cold is much less severely felt. For example: a temperature of 10 degrees below zero is much less uncomfortable in Jamestown or Bismarck, than one of 10 degrees above is in Philadelphia or New York. Winter storms are rare, and there is a remarkably large proportion of bright, sunshiny days. The crisp, cool air is highly exhilarating, and few North Dakota people would be willing to exchange their winters for those of the Eastern States. There is usually no January thaw. When the winter breaks up, it goes for good, and farm work begins at once. The farmers commence to seed when the frost is out of the ground to a depth of six or eight inches, and the seed is put in at once, before the subsoil thaws out. Seeding usually commences the last of March, or early in April. North Dakota is not a region of heavy snowfall. The railroads are very much less obstructed with snow than those in South Dakota, Nebraska, Iowa, or the States further east in the same latitude, and the trains meet with but little detention from this cause. Warm days and cool nights characterize the summer. The heat is greatly tempered by the cool breezes, which rarely fail on the prairies. The autumn is a delightful season, and is frequently prolonged far into December. There are no long muddy seasons with the accompanying discomforts. On the whole, the climate of North Dakota is highly conducive to health and to comfortable living. Intending settlers need feel no apprehension on account of climatic considerations. They will be able to work out of doors with comfort more days in the year than in any of the Middle or Eastern States, be free from all malarial diseases, and will be located north of the cyclone belt.

Soil.—The prairies of North Dakota are covered with a rich, dark drift of alluvial loam, from one to four feet deep, under which is a clay subsoil, which has the property of holding moisture to a wonderful degree, and giving it out as needed for the growing crops. It contains a practically inexhaustible supply of the soil ingredients most valuable for agriculture, namely: soluble silica, lime, potash, soda, phosphoric acid, nitrogen, and vegetable humus. There is no better soil in the world for general farming purposes, and none so well adapted for the raising of wheat and other small grains. It is easily pulverized, and after the prairie sod is once broken, cultivation is done with comparatively little labor. The effect of deep winter freezing, and the rising of the moisture to the surface in the spring thaw, is to mingle the rich natural fertilizers of the subsoil with the top-soil, so that the natural process of fertilization is constantly going on. A distinguished foreign chemist, Dr. Aitken of Edinburgh, Scotland, an analyst to the Grain Exchange of that city, pronounced North Dakota soil to be the most interesting he had ever investigated. He says in his report upon it, that its texture is such as to permit of the rapid raising of moisture from beneath, and declares that he demonstrated by experiment that it has a capability of raising water eighteen inches in one day, thus showing its suitability to withstand drought. "With regard to its fertility," he continues, "the amount of salts, soluble in water, is naturally greatest in the upper layer of the section submitted to him, but that the very slight diminution in the quantity of soluble salts in the lowest layer from that contained in the middle layer, indicates that, even at great depth, the soil may be comparatively well supplied with salts, soluble in water, and immediately available for the use of crops." And also, as an important feature of the soil, the proportion of phosphoric acid, potash, and lime actually increases with the depth, so that, as the superficial layer becomes exhausted, its fertility will be replenished by stores of nourishment from beneath.

Fuel—Coal and Wood.—A large part of the surface of North Dakota is underlaid with veins of lignite coal, which is cheaply mined, and, while inferior to bituminous coal, makes good domestic fuel, and is of great advantage to the settlers in this country. The whole of the country west of the Missouri River, and a considerable part of that east of the river, is underlaid with deposits of lignite coal, which crops out in many places in veins from 4 to 20 feet in thickness. It is largely mined for shipment at Sims, Morton County, and at Lehigh, near Dickinson, Stark County, on the Northern Pacific Railroad. It is also mined for local consumption near all of the towns in each of the counties west of the Missouri River. It is also mined east of the Missouri River; at Coal Harbor and other places in McLean County; at the Hawley Mine and other localities in Burleigh County; at several points in Emmons County; at several points in the Mouse River Country, and at the Pony Gulch Mines in Wells County. Settlers in the region west of the Missouri River, where numerous outcroppings of coal are found in almost every township, are in the habit of mining their own fuel. A little work with pick and shovel uncovers a vein on the side of a hill on which a wagon can be loaded without much labor. Lignite coal is wood in the first stages of conversion into coal, and retains, to a great extent, the texture of the wood from which it was formed. It is sold at points on the railroads at from $2 to $4 per ton, and is cheaper and better than wood. Anthracite coal is brought in by rail from Duluth and Superior, the great lake ports at the head of Lake Superior. It is carried there at low freight rates by vessels which take return cargoes of wheat to eastern markets. Hard wood is brought by rail from Central Minnesota. Cottonwood trees, found along the river bottoms, make an inferior fuel, which is used with economy by many settlers. Along the Missouri River there is considerable good timber in the bottoms, and there are narrow strips of timber along the Little Missouri. In some parts of the State, and especially around Devil's Lake, and in the Turtle Mountains, there are small bodies of oak timber; and in some sections west of the Missouri River, ash and oak groves are found.


ON THE SHORES OF SPIRITWOOD LAKE, NORTH DAKOTA.

Lumber.—East of North Dakota, the Northern Pacific Railroad passes through the extensive pine forests of Northern Minnesota. These pineries fur-

Map Showing Surveyed Portion of Land Grant of NORTHERN PACIFIC RAILR

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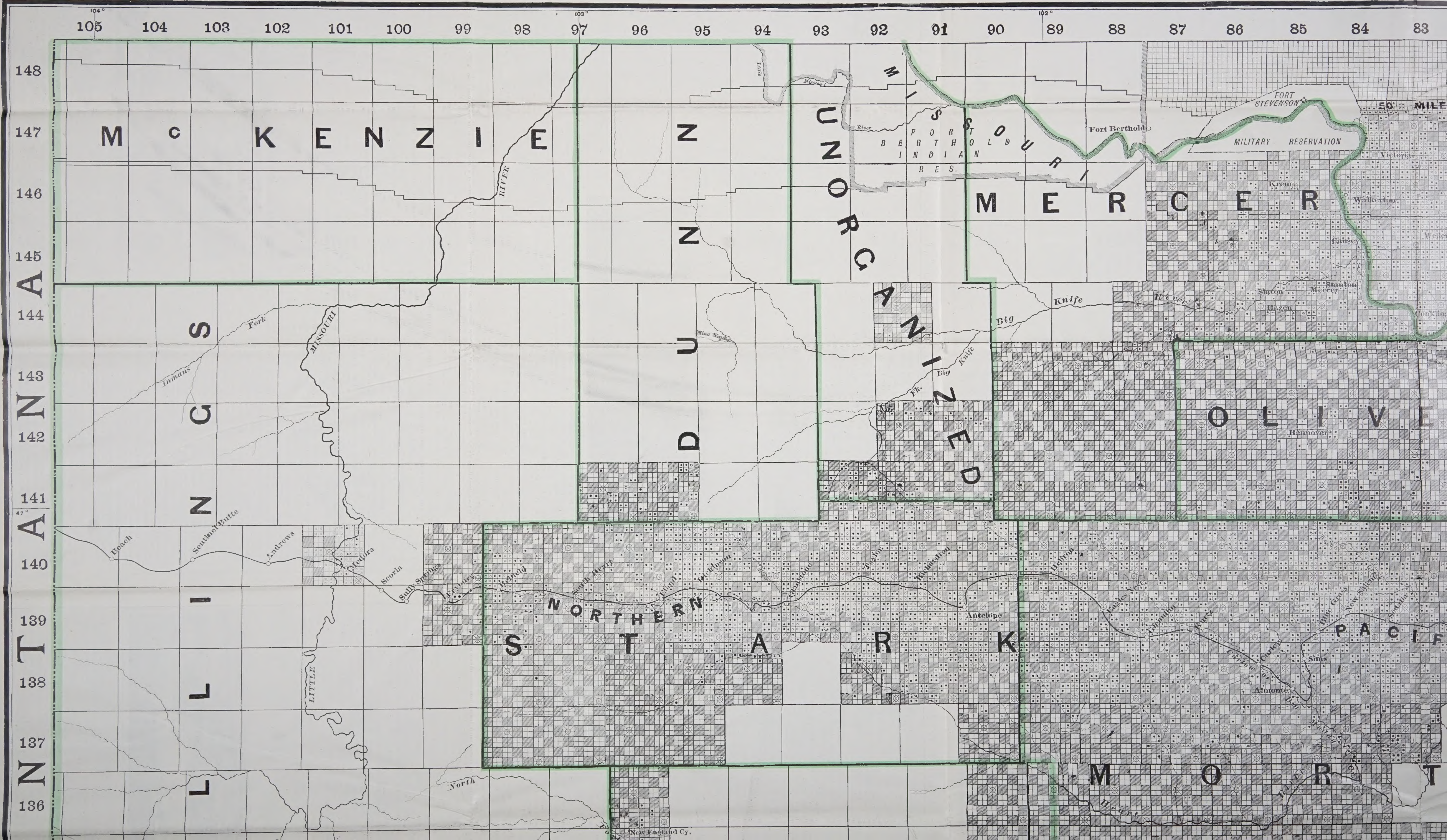
INCLUDING TOWNSHIPS 129 TO 148 NORTH, AND RANGES 62 TO 1

EXPLANATION.—The shaded sections indicate Railroad Lands not sold. The small, open circles show Railroad Lands sold. The black dots indicate Government Lan



AILROAD COMPANY from Jamestown, North Dakota, to Montana Boundary Line.

MILES TO 1 INCH.

S 62 TO 105 INCLUSIVE, WEST OF THE 5TH PRINCIPAL MERIDIAN.

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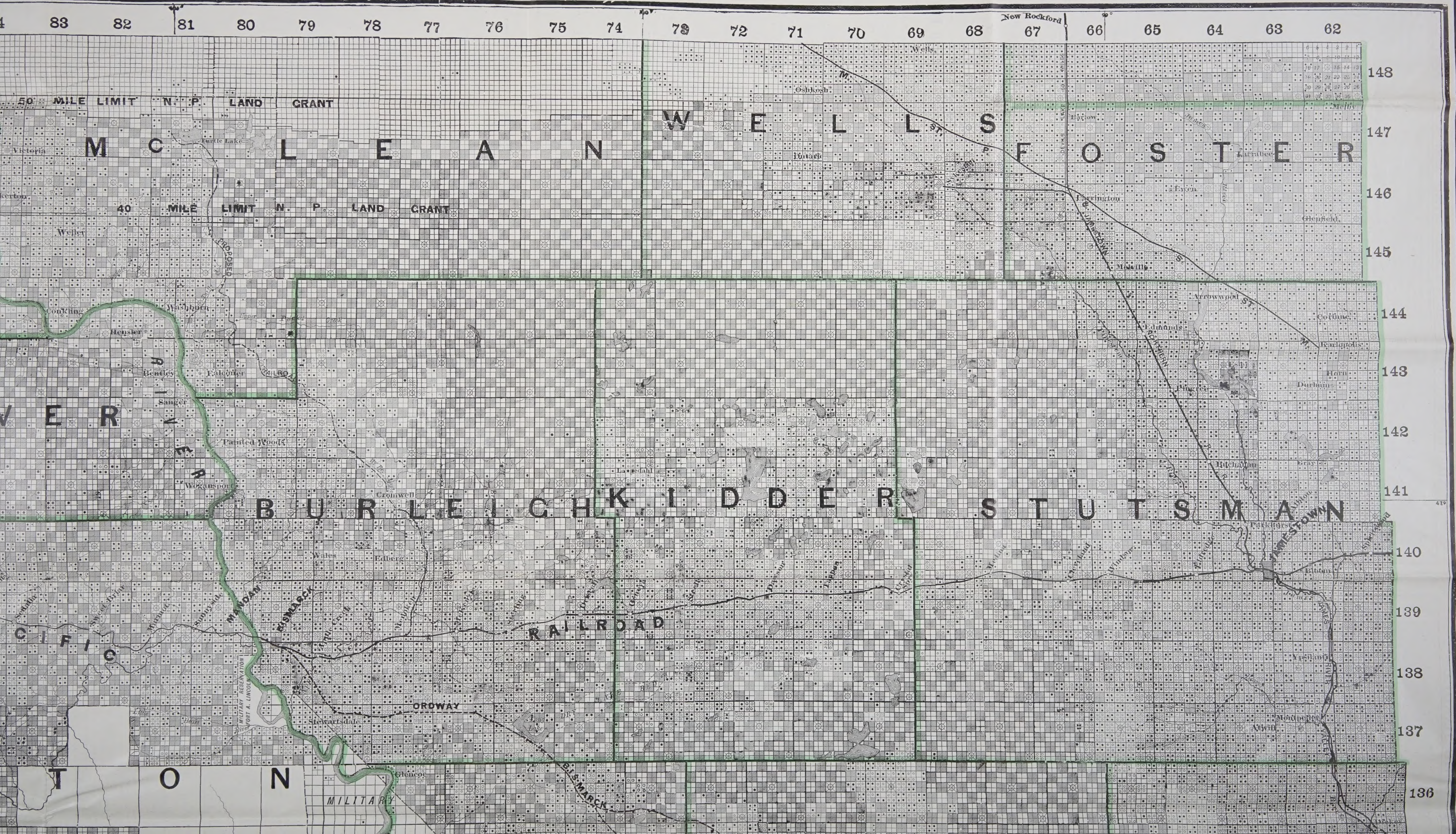
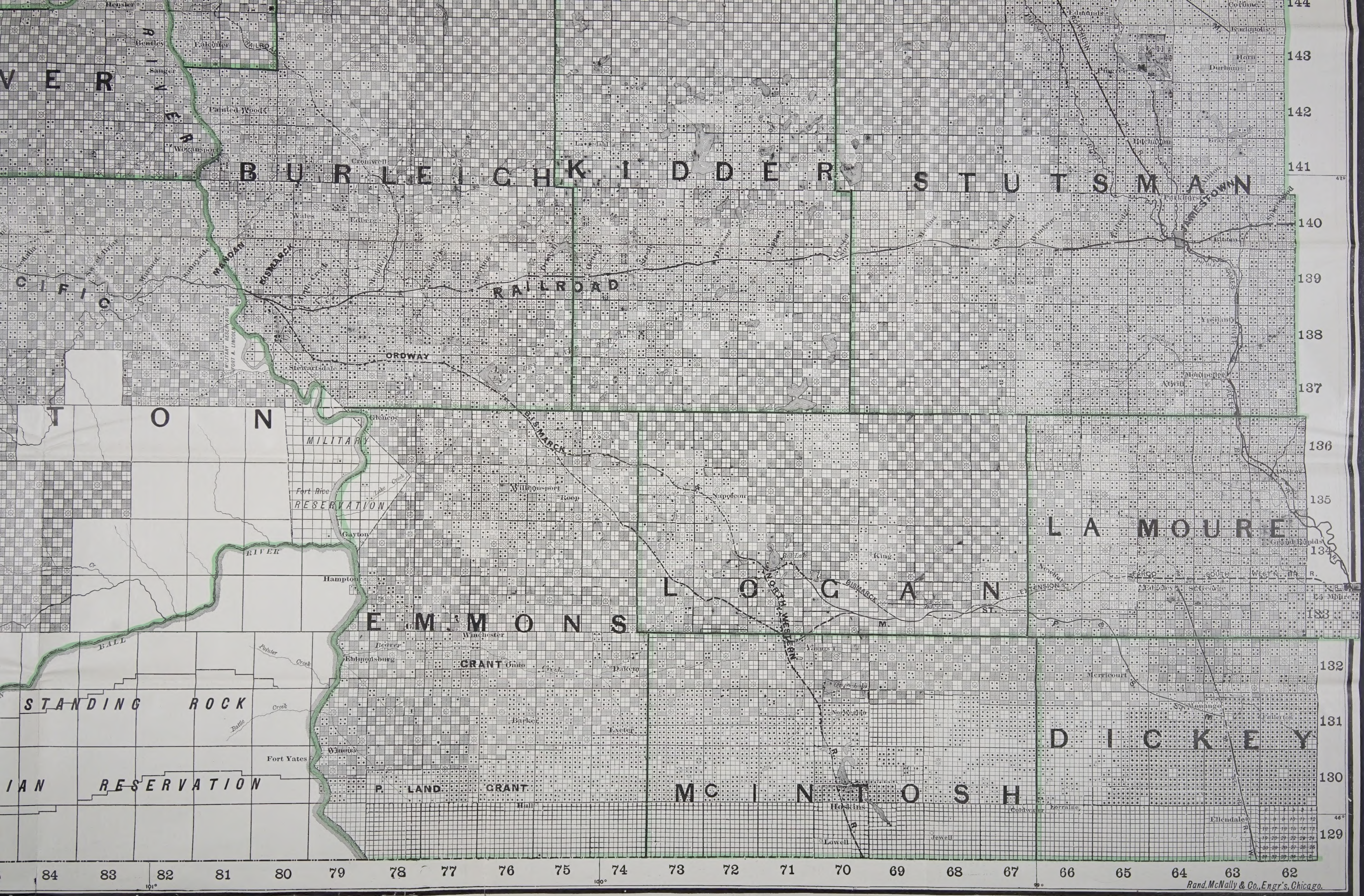
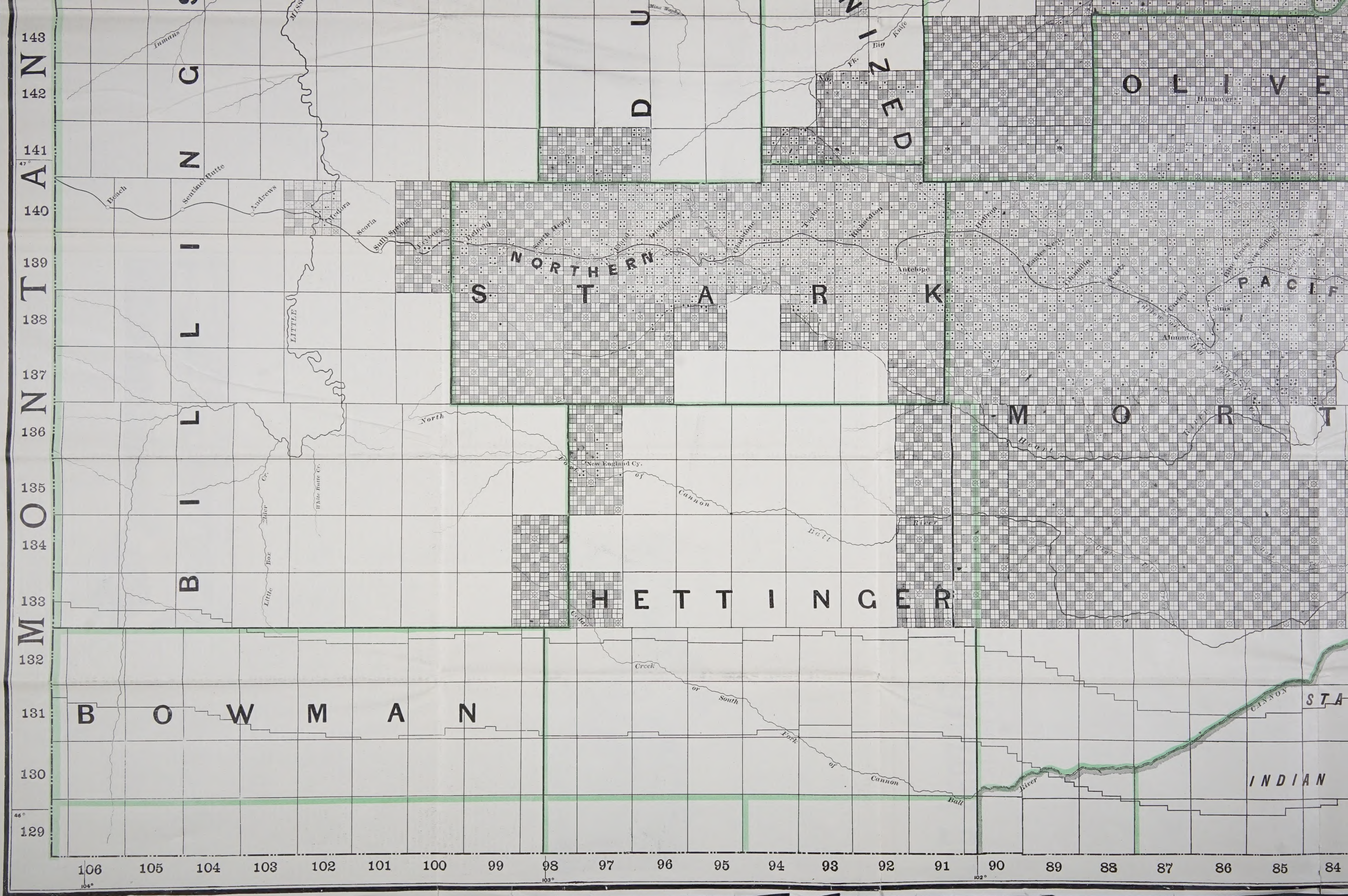




Rand, McNally & Co., Engr's, Chicago.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Scoria
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Fryburg
Belfield
South Heart
Lehigh
Dickinson
Green River
Gladstone
Taylor
Richardton
Antelope
Hebron
Eagles Nest
Glenullin
Kurtz
Curlew
Curlew Cr.
Almonte
Big Muddy
Sims
Blue Grass
New Salem
Sedalia
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White Butte Cr.
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Oakes, No. Dak., Dickey County, is a new and important town in a fine agricultural country (population 1,000). It is the southern terminus of the James River Valley Branch of the Northern Pacific Railroad, 69 miles south from Jamestown. The Chicago & North-Western and the Minneapolis, St. Paul & Sault Ste. Marie railroads radiate from Oakes. It has 5 elevators, 4 hotels, several manufacturing establishments, opera house, flouring mill, bank, 4 churches, schools, newspaper, and 15 general stores. Oakes is a large grain shipping point, doing a good business with the country tributary to it.

Pingree, No. Dak., on Jamestown & Northern Branch (population 100), has 2 elevators and 2 stores.

Melville, No. Dak., on J. & N. Branch (population 100), has 2 elevators, hotel, church, and school.

Carrington, No. Dak., on the Jamestown & Northern Branch, 43 miles from Jamestown, is the county seat of Foster County, and has a population of 400. It has 2 hotels, a bank, newspaper, 6 stores, school building, and courthouse. It is the center of trade for a productive and well-settled farming country, and is the point of divergence of the branch railroad line to Sykeston, county seat of Wells County.

Sykeston, No. Dak., 13 miles west of Carrington (population 300), is the county seat of Wells County, and present terminus of a branch of the Jamestown & Northern Railroad from Carrington, and the center of extensive farming operations carried on by the English firm of R. Sykes & Co. It has stores, hotels, newspaper, school, church, elevators, and is the trade center of a fertile country adapted to wheat culture, mixed farming, and stock raising. The Coteaux, lying to the south and westerly, can be reached by team from Sykeston. Lignite coal is mined on Pony Gulch, in the northwestern part of Wells County, for the use of settlers.

Ontario, No. Dak., 15 miles west of Sykeston, in Wells County, is surrounded by a fine agricultural country.

New Rockford, No. Dak., 59 miles from Jamestown, county seat of Eddy County (population 600), is a flourishing town in the midst of a fine fertile country. It has hotel, stores, bank, flour mill, newspaper, and two elevators.

Oberon, No. Dak. in the Antelope Valley, a fine farming country, has hotel, stores, elevator, lumber and coal yard. Stages run to Fort Totten, 11 miles distant.

Fort Totten, No. Dak., a military post, is beautifully situated on the south side of Devil's Lake, 15 miles east of Minnewaukan. A large Indian Mission school is located here. Stages from Oberon run to Fort Totten, 11 miles distant.

Minnewaukan, No. Dak. (population 450), is the county seat of Benson County, situated at the west end of Devil's Lake, and has communication, by steamboat, with Fort Totto, on the southern shore, and with Devil's Lake City on the northern shore. It has stores, bank, newspaper, elevator, school, hotels, church, and is in a fine farming region.

Leeds, No. Dak. (population 280), is the junction point of the Jamestown & Northern Branch of the Northern Pacific Railroad with the Great Northern, and is the present terminus of the former road. It has hotel, school, stores, elevator, newspaper, and is a promising trade center.

Eldridge, No. Dak., has 100 inhabitants, elevator, hotel, church, stores, and school.

Windsor, No. Dak., in Stutsman County (population 100), has elevator, two hotels, store, school, lumber and coal yard. The Coteaux Country is reached from Windsor.

Crystal Springs, No. Dak., Kidder County, a railroad station on Crystal Lake, has store and hotel.

Tappen, No. Dak., Kidder County (population 100), has hotel, two stores, and elevator. The well-known Troy Farm is located here, in a productive agricultural country.

Dawson, No. Dak., Kidder County (population 400) is surrounded by a fine grain-growing and stock-raising country, well adapted to wheat raising and mixed farming. It is the trade center of a prosperous agricultural settlement. It has an elevator, a good hotel, newspaper, church, schoolhouse, and stores. Lake Isabel is two and a half miles south, and there are several small lakes within a few miles north of the town. Good water is obtained in wells at a depth of 15 feet. Over 20,000 sheep have been brought into the county during the past two years to place with farmers to raise on shares.

Steele, No. Dak., county seat of Kidder County (population 300), is in a rich tributary country which has acquired a reputation for the excellent character of its wheat. The town has a hotel, newspaper, elevator, courthouse, and stores, and is a flourishing trade center. Sheep raising is a growing industry. The Coteaux can be reached from either Dawson or Steele.

Napoleon, No. Dak., county seat of Logan County, is the center of a fine agricultural region, surrounded by large areas of unoccupied government and railroad lands which can be reached by team from either Dawson or Steele.

Sterling and **Menoken, No. Dak.,** Burleigh County, are Northern Pacific stations, shipping points for productive agricultural districts, with hotels, grain warehouses, stores, etc.

Bismarck, No. Dak., the capital of the State, and the county seat of Burleigh County, is an active commercial city, with a population of 2,500. Steamboats run from Bismarck up the Missouri River to the head of navigation, at Fort Benton, a distance of 1,200 miles, and down the river to Winona, Fort Yates, etc. Bismarck has 5 churches, 5 school buildings, 4 banks, 12 hotels, 2 daily and 2 weekly newspapers, a courthouse, a flouring mill, elevators, and a brewery. The business portion is substantially built with brick. The State capitol stands in a commanding position on high ground north of the town. The North Dakota Penitentiary, a large brick structure, is located about a mile east of the town. There is scarcely any waste land in Burleigh County, and the country tributary to Bismarck is destined to become a densely settled region of small farms. There is a creamery in operation here. The Bismarck bridge, by which the Northern Pacific Railroad crosses the Missouri River, cost over a million dollars. Stages from Bismarck run south to Williamsport, Winchester, and Fort Yates, and north to Washburn, Fort Stevenson, Fort Berthold, and points in the Mouse River Country. The public roads over the upland prairies in North Dakota are excellent highways and rarely muddy. A United States district land office is located at Bismarck.

Washburn, No. Dak., forty miles north of Bismarck, county seat of McLean County (population 200), has a flouring mill, saw mill, church, school building, courthouse, hotels, and stores. The surrounding country is rolling prairie, rich agricultural land, adapted to wheat raising, mixed farming, and stock raising. There are several veins of lignite coal opened in McLean County. There are many Scandinavian and French Canadian farmers located in this section. Washburn is reached from Bismarck by stage, or by steamboat on the Missouri River.

Coal Harbor, No. Dak., on the east side of the Missouri River, is a coal mining town in McLean County. It has hotel, and stores, and is the trading point for settlers in this vicinity. It is reached from Bismarck by stage or steamboat.

Williamsport, No. Dak., county seat of Emmons County, 40 miles southeast of Bismarck; **Winchester,** Emmons County, 20 miles south of Williamsport; and **Winona,** Emmons County, situated on the east bank of the Missouri River, 50 miles south of Bismarck, opposite Fort Yates, are farming trade centers, supported by rich agricultural districts. The first two towns are reached by stage, and the latter by stage or steamboat from Bismarck.

THE LITTLE MISSOURI, WESTERN NORTH DAKOTA.

Mandan, No. Dak. (population 2,000), is the county seat of Morton County, and is situated on the west side of the Missouri River, about three miles from the great bridge. It has a steamboat landing on the river, a distance of about a mile from the business streets. It has a roller mill, with a capacity of 250 barrels of flour a day, and an elevator — capacity 75,000 bushels. Mandan enjoys the trade of an extensive agricultural region of country west of the Missouri, and is a well-built, prosperous town. The repair shops and roundhouse of the Dakota and Missouri Divisions of the Northern Pacific Railroad are located here. It has 2 large hotels, a daily and 2 weekly newspapers, 5 churches, 3 banks, a creamery, courthouse, and public school building. Morton County contains many thousand acres of rich agricultural lands, adapted to wheat raising and general farming in connection with stock raising.

Sanger, No. Dak., county seat of Oliver County, and **Stanton, No. Dak.,** county seat of Mercer County, are both located on the west bank of the Missouri River. They are trading points for farming and stock-raising districts, with stores, hotels, etc., and are reached from Mandan by stage or by steamboat on the Missouri River.

New Salem, No. Dak., Morton County, 28 miles west of the Missouri River (population 300), is the center of a large and prosperous German and American colony, from Illinois and Wisconsin, who are improving farms in this section of Morton County, and northward in Oliver and Mercer counties. It has hotel, stores, lumber yard, bank, a weekly newspaper, church, and school building. Lignite coal abounds.

Sims, No. Dak., Morton County, 35 miles west of the Missouri River (population 300), is an important mining town, chiefly engaged in working veins of lignite coal, which underlies the surrounding country. It has hotel, church, school building, and stores.

Glenullen, No. Dak., Morton County (population 250), is the business center of a flourishing colony of settlers from Ohio, Wisconsin, Illinois, and Iowa, who are engaged in successful farming occupations and stock raising on the rich agricultural lands in each direction from the town. It has hotel, 2 churches, school, and stores. There are a considerable number of Germans and Scandinavians located in this section of country. Lignite coal is abundant.

Hebron, No. Dak., Morton County, 70 miles west of the Missouri River, is situated at the head waters of the Knife River. It has hotel, church, stores, school, cheese factory, and lumber yard. The productive agricultural lands adjacent to this place are being largely taken up by an important German colony from Illinois, Wisconsin, Iowa, and South Dakota. Throughout this region the winters are shorter and milder than in Minnesota and Wisconsin. The snowfall is lighter than in South Dakota, Nebraska, or Iowa, and the muddy seasons are short. Lignite coal is plenty. This is an excellent country for general farming and stock raising.

Richardton, No. Dak., Stark County (population 50), is the trade center for an excellent agricultural district. It is situated on the fertile, rolling prairie between the valleys of the Knife River on the north and Heart River on the south. A German colony, founded by C. B. Richard & Co., of New York, has settled on farms around Richardton. It has hotel, stores, church, lumber yard, and school. Coal abounds in the vicinity.

Taylor, No. Dak., a railroad station, has 2 stores, a lumber and coal yard, a creamery, and a hotel. It is situated in a superior farming country. To the north is the Knife River Valley, with a number of fine springs and oak groves, and to the south is the valley of the Heart River.

Gladstone, No. Dak., Stark County, 100 miles west of the Missouri River (population 200), situated at the junction of the Heart and Green rivers, in the midst of a fine agricultural country, is the trading point of a colony of farmers from Wisconsin. It has a flouring mill, hotel, stores, 2 churches, 2 school houses, and lumber yard. Veins of lignite coal are opened here.

Dickinson, No. Dak. (population 1,500), county seat of Stark County, 110 miles west of the Missouri River, is situated on a beautiful productive rolling prairie drained by the Heart and Green rivers. It has railroad shops, 3 hotels, 2 newspapers, stores, 2 churches, schoolhouse, and a handsome brick courthouse; is an important mercantile town, and is also a large shipping point for range cattle. **Lehigh,** 5 miles east of Dickinson, is now the most important coal shipping station in North Dakota.

New England City, No. Dak., Hettinger County, situated on the Cannon Ball River, 25 miles south of Dickinson, is the center of a settlement composed principally of families from the New England States, and is surrounded by a good country for agriculture and stock raising. Lignite coal is abundant in Hettinger County.

Belfield, Stark County, and **Fryburg,** Billings County, **No. Dak.,** are Northern Pacific Railroad stations, 130 and 138 miles respectively, west of the Missouri, at the entrance of the Bad Lands of the Little Missouri River.

Medora and Little Missouri, No. Dak. (Medora P. O.), are situated on the east and west banks of the Little Missouri River, in the midst of the "Bad Lands;" population 100, with hotels and stores. This region abounds in singular formations of surface and picturesque scenery, full of interest to scientists and wonder to pleasure seekers.

A WORD TO SETTLERS.

Remember, that North Dakota has one great and paramount advantage, viz.: That it contains immense areas of easily tilled soil ready for the plow. No clearing of trees or removing of stumps is necessary. The land lies open in broad, fertile expanses awaiting cultivation. Crops can be raised as soon as the first sod is turned. The settler can, the first year, raise potatoes, oats, wheat, corn, and vegetables enough for his own home consumption. Remember, also, that there is much less snow in North Dakota than in Wisconsin, Michigan, Iowa, Nebraska, South Dakota, or in States farther East in the same latitude. The upland prairie roads to market towns are seldom muddy or heavy, as the long, muddy seasons experienced in many other sections are not encountered in North Dakota. Remember, that the climate of North Dakota is exceptionally healthful, being free from all malarial diseases; and all pulmonary ailments and fevers among residents are extremely rare. Remember, too, that North Dakota is not a remote wilderness country, far from markets and from centres of civilization. It has railroads, and is dotted with active, progressive towns. The settler in North Dakota finds liberal provision made for schools; finds churches of all denominations; finds newspapers and stores and shops of all kinds, and discovers that he can command all the comforts and conveniences of life. At the same time he finds that he can secure, under the liberal United States land laws, or by purchase at low prices from the Railroad Company, an estate which would cost him a life-time of effort in the older sections of the country, and which will support his family in comfort.

TREE CULTURE — A TREE CLAIM IN NORTH DAKOTA.

ANSWERS TO QUESTIONS

CONCERNING

TRANSPORTATION AND SETTLEMENT.

The following questions and answers will meet the special needs of many intending settlers who desire definite information on points in relation to transportation and settlement not fully covered in the preceding articles:

Q. What does it cost to get to points reached by the Northern Pacific Railroad?

A. A table giving the rates of fare for settlers, and freight rates on second-hand household goods and emigrant movables, from St. Paul, Minneapolis, Superior, and Duluth, to points in Minnesota and North Dakota, will be found herein. Children over 5 and under 12 years, half fare; under 5 years, free. For the through rates of fare and freight rates from points located east and south of eastern terminals of the Northern Pacific to any point reached by the Northern Pacific Railroad apply to your nearest coupon ticket agent and freight agent.

Q. Should farming implements, furniture and other household articles be taken?

A. Freights on second-hand household goods and emigrants' movables, including farming implements and farm animals, are very low, and it is economical to take to your new home all your household goods, and all machinery and farm implements that are in good condition. Two or more families can join in loading a car with household goods and emigrant movables.

Q. It is advantageous for settlers to take live stock with them to North Dakota?

A. Farmers are recommended to take milch cows, young cattle, horses, hogs, sheep, and poultry with them. The country is as yet but scantily stocked, and many cattle and horses are taken in every year to supply the demands of settlers. Farm stock raising is profitable and farmers are supplying themselves with as many head of live stock of all kinds as they can obtain. Dairying is profitable, and good milch cows are in demand. Poultry thrives on the prairie farms in all parts of the State, the climate being eminently favorable to the healthful growth of fowls. A car load of household goods and emigrant movables to all points in North Dakota may include 10 head of live stock.

Q. Can a family be transported in a freight car with household goods and emigrant movables?

A. They can not, they go on the passenger trains; but where a car of household goods and emigrant movables contains live stock it must be accompanied by a man to take care of them, **who will be passed free.**

Q. How much baggage are passengers allowed?

A. 150 pounds of baggage is carried free on each full ticket, 75 pounds on each half-fare ticket, between all points on or via the Northern pacific R. R. and its connecting lines.

Q. What are the prices of farming implements and wagons?

A. There are dealers in agricultural implements at almost every town, who sell farm machinery and wagons on small margins over the cost at the factories and freight.

Q. What is the best time to emigrate to North Dakota?

A. The early spring, so that the farmer can begin breaking the sod as soon as the frost is out of the ground. Many settlers go in the summer and early autumn, in order to put up their buildings and get some of the land broken, ready for spring crops.

Q. What opportunities are there for employment?

A. Good farm-hands are in demand at good wages. Farmers can usually find favorable opportunities for renting a portion of older farms until they can get their own land under cultivation, and they can generally find employment for themselves and team on neighboring farms, when not engaged in cultivating their own crops.

TOWN LOTS. TOWN LOTS.

THE

Northern Pacific Railroad Co.

Owns a large amount of valuable town property in the important towns and villages along its line in

Minnesota, North Dakota, Montana, and Washington.

In MINNESOTA the Company has town lots for sale in **Wadena, Frazee,** and **Audubon,** and also on the **N. P., F. & R. H. Branch,** in **Wahpeton,** North Dakota, county seat of Richland Co., and in **Milnor,** county seat of Sargent Co.

In NORTH DAKOTA the Company has town lots and valuable suburban lands for sale in **Mapleton, Casselton, Windsor, Crystal Springs, Tappen,** and **Menoken;** in **Bismarck,** the capital of the State and county seat of Burleigh County; in **Mandan,** county seat of Morton County; in **Marmot;** in **New Salem,** the business center of a large German colony; in **Mercer,** on Knife River; in **Glenullen,** trade center of a new colony; in **Hebron,** the center of business of an important German colony; in **Richardton,** the trading point of a German colony; in **Taylor;** in **Gladstone,** the trade center of the Ripon, Wis., colony; in **Dickinson,** county seat of Stark County; and in **Belfield,** Stark County.

On the Fargo and Southwestern Branch, in North Dakota, the Company has town lots for sale in **Leonard** and **Sheldon;** in **Lisbon,** county seat of Ransom County; in **Marshall;** in **La Moure,** county seat of La Moure County, and **on the Jamestown and Northern Branch,** in **Melville;** in **Carrington,** county seat of Foster County and point of divergence of a branch line to the Mouse River Country; in **Sykeston,** county seat of Wells County and present terminus of the Mouse River Branch; in **New Rockford,** county seat of Eddy County; in **Oberon,** and in **Minnewaukan,** county seat af Benson County, on the Jamestown & Northern Branch, situated at west end of Devil's Lake.

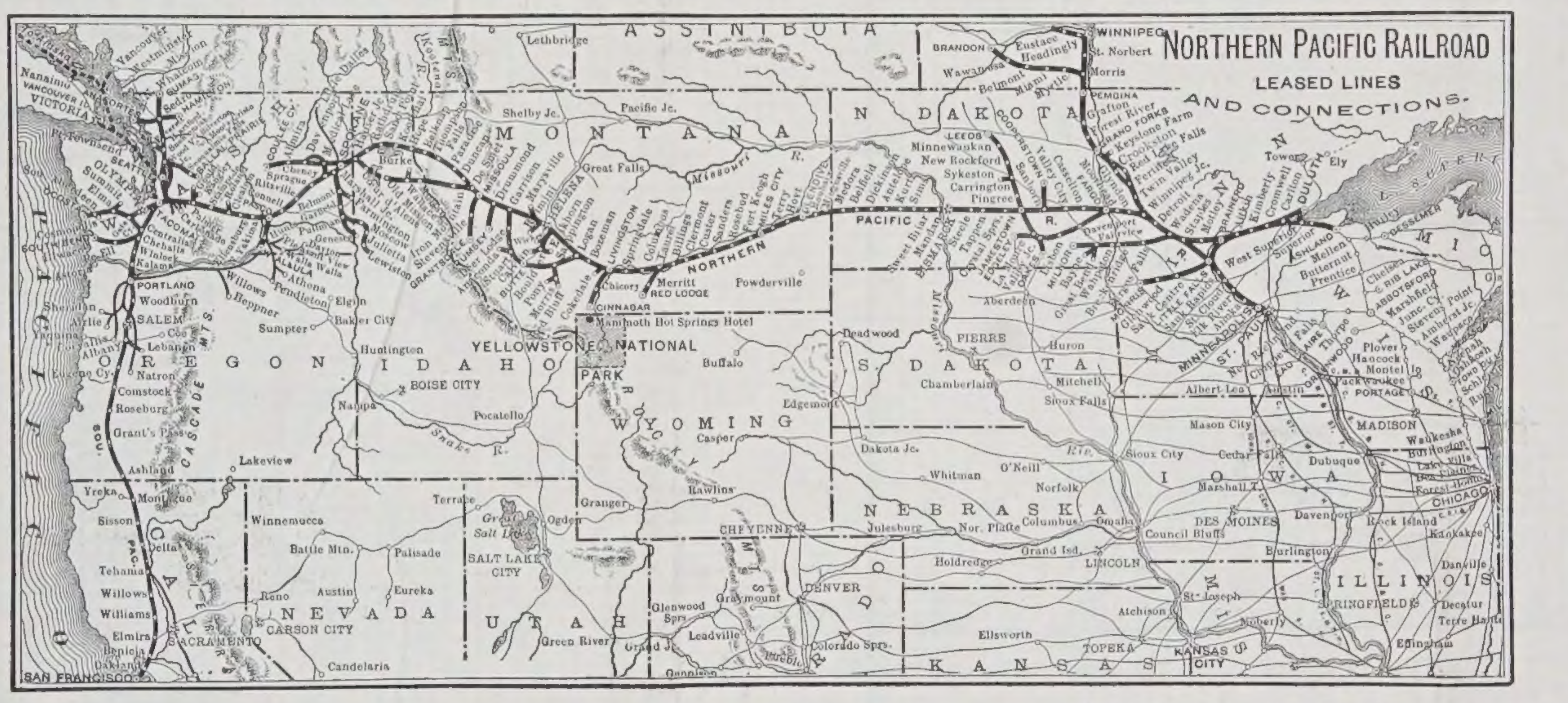
In MONTANA the Company has town lots for sale in **Glendive,** county seat of Dawson County; in **Miles City,** county seat of Custer County and headquarters for cattlemen; in **Forsythe,** the end of a Railroad Division; in **Livingston,** at the junction of the Yellowstone National Park Branch. This is the trading point for the Clark's Fork Mines. The central machine shops of the Northern Pacific are built here, and large deposits of iron and coal near, make Livingston an important city for business; in **Bozeman,** the capital of Gallatin County; in **Moreland** and **Gallatin;** in **Townsend,** the future county seat of Meagher County; in **Helena,** the capital and chief financial and commercial city of Montana, and the center of rich mining districts; and in **Drummond.**

In WASHINGTON the Company has for sale town lots in **Trent;** in **Spokane,** the metropolis of Eastern Washington and county seat of Spokane County; in **Cheney,** the point of divergence of the Central Washington Branch, traversing the Big Bend Country; in **Stevens;** in **Sprague,** county seat of Lincoln County and terminus of a Railroad Division; in **Harriston;** in **Ritzville,** county seat of Adams County; in **Paha;** in **Pasco,** county seat of Franklin County; in **Ainsworth;** in **Kennewick,** on west bank of the Columbia River; in **North Yakima,** an important town in the Yakima Valley, county seat of Yakima County, situated on the Cascade Division of the No. Pac. R. R.; and in **Ellensburg,** county seat of Kittitass County and railroad headquarters of the Cascade Division.

☞ For information concerning prices and terms for town lots and lands in Minnesota, North Dakota, and Montana, apply to Eastern Land Agent, ST. PAUL, MINN.

☞ For information concerning prices and terms for town lots and lands in Washington, Idaho, and Oregon, apply to
THOMAS COOPER, Western Land Agent,
TACOMA, WASH.

☞ *Intending settlers can obtain full information concerning the Northern Pacific Railroad lands by calling at the **GENERAL LAND OFFICE** of the Company, at the **NEW YORK LIFE BUILDING,** corner of Sixth and Minnesota streets, ST. PAUL, MINN.*



Rates of Fare, Second-Class, and Freight Rates on Household Goods and Emigrant Movables. June 15, 1895.

To points in Minnesota and North Dakota. For THROUGH TICKET and FREIGHT RATES from points East and South of Northern Pacific Eastern terminals, apply to TICKET AND FREIGHT AGENTS of connecting lines.

From ST. PAUL, MINNEAPOLIS, SUPERIOR, and DULUTH —TO—		Dist.	Freight Rates.		Ticket Rates.
			Per Car.	Per 100lbs	Second Class.
Little Falls †	Minn	108	$ 25.00	$ 25	$ *3.21
Sauk Centre †	"	145	25.00	.25	*3.51
Glenwood †	"	167	26.00	.26	*3.91
Morris †	"	195	28.00	.28	*4.70
Brainerd	"	138	25.00	.25	*4.12
Motley	"	160	26.00	.26	*4 12
Staples	"	142	27.00	.27	*4.12
Verndale	"	153	27.00	.27	*4.56
Wadena	"	159	27.00	.27	*4.76
Battle Lake	"	193	29 00	.29	*5.63
Fergus Falls	"	211	30.00	.30	*5.63
Breckenridge	"	236	30.00	.30	*6.22
Wahpeton	N. Dak.	237	30 00	.30	*6.25
Milnor	"	278	35.00	.35	*7.90
New York Mills	Minn.	172	30.00	.30	*5.15
Perham	"	183	31.00	.31	*5.47
Detroit	"	204	32.00	.32	*6.11
Lake Park	"	217	32.00	.32	*6.48
Winnipeg Junction	"	225	33.00	.33	*6.78
Fertile	"	270	35.00	.35	*8.09
Crookston	"	293	35.00	.35	*8.77
Red Lake Falls	"	294	35.00	.35	*8.81
Grand Forks	N. Dak.	320	35.00	.35	*9.55
Grafton	"	370	35.00	.35	10.00
Pembina	"	414	35.00	.35	10.00
Morris	Man.	442	47.00	.58	10.55
Winnipeg	"	482	47.00	.58	11.35
Portage la Prairie	"	532	51.50	.63	12.20
Brandon	"	587	58.00	.71	13.35
Glyndon	Minn.	241	35.00	.35	*7.07
Moorhead	"	250	35.00	.35	*7.24
Fargo	N. Dak.	251	35.00	.35	*7.28
Sheldon	"	293	35.00	.35	*8.47
Lisbon	"	307	35.00	.35	*9.07
La Moure	"	339	35.00	.35	10.00
Edgeley	"	361	35.00	.35	10.00
Casselton	"	271	35.00	.35	*8.08
Buffalo	"	287	35.00	.35	*8 75
Tower City	"	293	35.00	35	*9.00
Valley City	"	309	35 00	.35	*9.60
Sanborn	"	320	35.00	.35	10.00
Cooperstown	"	356	35.00	.35	10.00
Jamestown	"	344	35.00	.35	10.00
Melville	"	378	35.00	.35	10.00
Carrington	"	387	35.00	.35	10.00
Sykeston	"	401	35.00	.35	10.00
New Rockford	"	403	35.00	.35	10.00
Oberon	"	423	35.00	.35	10.00
Minnewaukan	"	433	35.00	.35	10.00
Leeds	"	451	35.00	.35	10.00
Grand Rapids	"	346	35.00	.35	10.00
Oakes	"	349	35.00	.35	10.00
Windsor, 360, and Crystal Spr'gs	"	381	35.00	.35	10.00
Tappen	"	389	35.00	.35	10.00
Dawson	"	394	35.00	.35	10.00
Steele	"	402	35.00	.35	10.00
Driscoll	"	418	35.00	.35	10.00
Sterling, 421, and Burleigh	"	432	35.00	.35	10.00
Bismarck	"	445	35.00	.35	10.00
Mandan	"	450	38.00	.38	10.25
New Salem	"	478	39.00	.39	10.90
Sims	"	486	39.00	.39	11.05
Glenullen	"	508	40.00	.40	11.60
Hebron	"	520	41.00	.41	11.95
Richardton	"	535	41.00	.41	12.30
Taylor	"	541	42.00	.42	12.45
Gladstone	"	549	42.00	.42	12.65
Dickinson	"	560	42.00	.42	12.90
Belfield	"	580	43.00	.43	13.70
Medora (Little Mo. River)	"	599	44.00	.44	14.50

* First-class. † From St. Paul.

The **"Freight Tariff for Emigrant Movables"** applies to the freight of intending settlers, and includes second-hand household goods, farming implements and wagons, live stock, not to exceed 10 head to a car, grain for feeding animals in transit, and 50 bushels for seed, 2,500 feet of lumber, 500 fence posts, or a small portable house, trees, shrubbery, and live fowls. It will not include new articles, merchandise, provisions, grain, or any articles intended for sale. When a car load of emigrant movables contains live stock, *one man will be passed free* to take care of them. The car may contain 10 head of cattle, horses or mules; or 20 hogs or sheep. If the car contains mixed stock, two hogs or sheep count the same as one horse or cow.

SEND FOR PUBLICATIONS

RELATING TO THE

Northern Pacific Country

The Northern Pacific Railroad Company issues the following **Illustrated Publications,** containing valuable maps. They describe **each State** traversed by the Northern Pacific Railroad, and include a synopsis of the United States land laws. They give the terms of sale of railroad lands, and contain general information relative to

MINNESOTA, NORTH DAKOTA, MONTANA, NORTHERN IDAHO, WASHINGTON, and OREGON.

THE PUBLICATIONS COMPRISE:

Sectional Land Maps of Districts in Central Minnesota,

Showing the Northern Pacific Railroad lands for sale in the counties covered by each map. They give a general description of the country, the climate, soil, and productions, and the advantages which a diversified region offers for settlement, embracing rich prairie lands, hardwood timbered lands, and natural meadow lands.

A Sectional Land Map of Portions of North Dakota (this Publication),

Showing the Government lands open to settlers and those taken up, the railroad lands for sale and those sold, in the district covered by the map. It contains a description of North Dakota and its large areas of unsurpassed agricultural and grazing lands, adapted to **wheat growing, diversified farming, stock raising, and dairying.**

A Sectional Land Map of Eastern Washington and Northern Idaho,

Showing the unoccupied and occupied Government lands, the sold and unsold railroad lands in the district covered by the map, and describing the country, its large areas of unoccupied agricultural lands, adapted to general farming and fruit culture, its extensive grazing ranges, its rich mineral districts, and valuable timber belts.

A Sectional Land Map of Western and Central Washington,

Showing the unoccupied and occupied Government lands, the sold and unsold railroad lands in the district covered by the map, and describing the agricultural and fruit-growing capabilities, the extensive timbered regions, and mineral districts of this portion of the Pacific Northwest.

A Montana Map,

Showing the Land Grant of the Northern Pacific Railroad Company in the region covered by the map, and describing the State of Montana, its agricultural advantages, its fertile irrigable districts, its exceptionally fine grazing ranges for cattle, sheep, and horse raising, its rich mineral resources and valuable timber belts.

FREE For Maps and Publications, **sent free of charge,** and for information relating to lands and the Northern Pacific Country, apply to or address,

WM. H. PHIPPS,
Land Commissioner,
ST. PAUL, MINN.

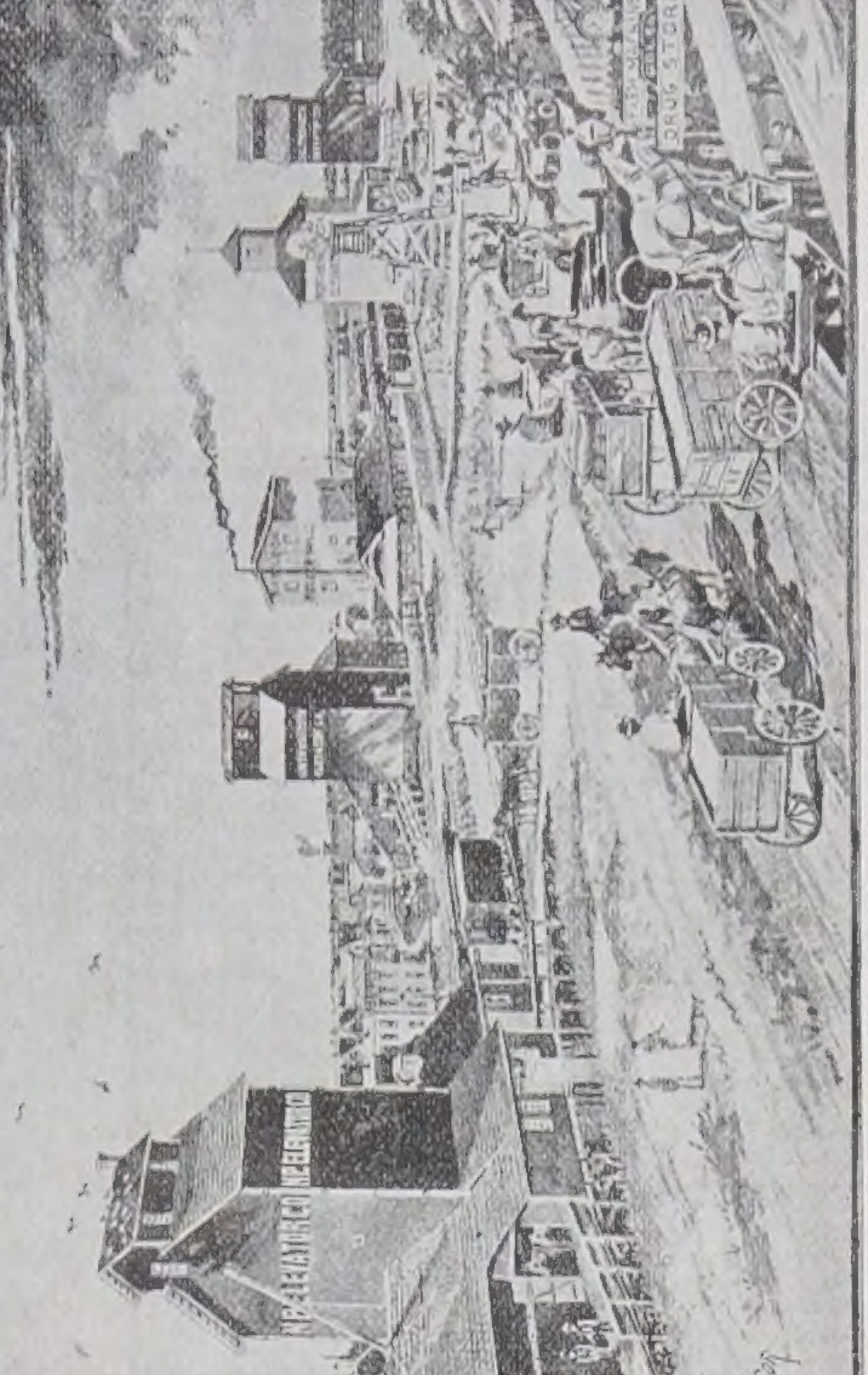
Northern Pacific Country

SECTIONAL LAND MAP

OF A PORTION OF

NORTH DAKOTA

The General Offices of the Land Department of the Northern Pacific Railroad Company are in the New York Life Insurance Building, Corner 6th and Minnesota Sts., St. Paul, Minn.



A GRAIN SHIPPING POINT ON THE NORTHERN PACIFIC RAILROAD, NORTH DAKOTA.

SECTIONAL LAND MAP

OF THAT PART OF

NORTH DAKOTA

LYING BETWEEN THE

JAMES RIVER VALLEY AND
THE MONTANA LINE

AND TRAVERSED BY THE

Northern Pacific
RAILROAD.

NORTH DAKOTA

OFFERS THE LARGEST AREA OF

Productive Farming Lands

NOW OPEN FOR SETTLEMENT, OF ANY STATE
OR TERRITORY IN THE UNION.

IT OFFERS TO SETTLERS
Diversified Farming Lands,
Hard Spring Wheat Lands,
Corn Lands, Flax Lands, Barley Lands,
Coal Lands, Hay Lands, and
Grazing Lands.

FOR A GENERAL DESCRIPTION OF NORTH DAKOTA SEE INSIDE PAGES.

For Information apply to

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WM. H. PHIPPS,
Land Commissioner, ST. PAUL, MINN.

RAND, MC NALLY & CO., PRINTERS AND ENGRAVERS, CHICAGO.

...THE...

Northern Pacific
RAILROAD

IS THE BEST ROUTE TO PRINCIPAL POINTS IN

NORTH DAKOTA
Montana, Northern Idaho, Washington, British Columbia, Oregon, and Alaska.

EXCELLENT PASSENGER EQUIPMENT.

VESTIBULED PULLMAN DRAWING-ROOM SLEEPING CARS AND DINING CARS, elegant Day Coaches, and Smoking Cars, Free Colonist Sleeping Cars, and Pullman Tourist Sleeping Cars are run on Daily Fast Express Trains of the Northern Pacific Railroad between St. Paul and Minneapolis, and Pacific Coast points.

FREE COLONIST SLEEPING CARS are run on the Northern Pacific Daily Fast Express Trains between St. Paul and Minneapolis, and Pacific Coast points. They are furnished with all conveniences for the comfort of the families of settlers. The berths are similar to those in First-class Sleeping Cars, upper and lower berths, supplying seats during day and berths at night, but passengers furnish their own blankets and bedding. Passengers can purchase on the Colonist Sleeping Car, tufted tick mattress and pillow at $1. They can get meals at the Eating Stations, or carry cooked provisions and eat on the train, or can procure articles of food or meals in the Dining Car, without leaving the train.

PULLMAN TOURIST SLEEPING CARS in charge of a Porter, are run on the Northern Pacific Daily Fast Express Trains between St. Paul and Minneapolis, and Pacific Coast points for the use of Passengers holding Second-class Tickets. They are upholstered in leather and fitted with mattresses, pillows, blankets, clean bed linen, and curtains; have toilet-rooms with towels, soap, brushes, combs, etc., and the aisles are carpeted. The following are the rates to some of the principal points for double berth, whether occupied by one or two persons, holding either First or Second-class Tickets: To Livingston, Bozeman, or Helena, Mont., $3; Missoula, Mont., $3.50; Spokane, Cheney, Sprague, or Ritzville, Wash., $4; Yakima or Ellensburg, Wash., $4.50; Tacoma or Seattle, Wash., $5; Portland, Ore., $5. Between intermediate stations, about $1 a night. The conveniences furnished secures to families a comfortable overland trip.

STOP-OVER.—Holders of second-class, or emigrant tickets to points west of Spokane, can stop off at Spokane and other points west, in Washington, to examine lands and select locations for settlement, by notifying the conductor.

BAGGAGE.—150 pounds of baggage is carried free on each full ticket, and 75 pounds on each half-fare ticket.

☞ For rates of fare, second-class, and freight rates on household goods, see page 5.

The Northern Pacific Country possesses unusually rich, diversified resources, and abounds in grand scenery. A trip through the regions traversed affords travelers excellent opportunities to select points for profitable investments and for desirable homes.

CHARLES S. FEE, General Passenger and Ticket Agent.
J. M. HANNAFORD, General Traffic Manager.
S. L. MOORE, Gen'l Freight Agt.
J. W. KENDRICK, Gen'l Manager.
Address, ST. PAUL, MINN.

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WM. H. PHIPPS,
Land Commissioner, St. Paul, Minn.

ATTRACTIVE FARMING AND STOCK-RAISING REGIONS.

The Red River Valley.—The great alluvial valley of the Red River of the North extends from south to north in North Dakota and Minnesota for a distance of about 200 miles, and has an average width of about 40 miles. The river, a navigable stream, separates the two States and divides the valley into nearly equal parts. The soil is a deep black loam, and is highly productive. This region is eminently adapted to wheat raising and diversified farming. The surface of the country is almost level; but there is, as a rule, sufficient slope for drainage by the numerous small streams which flow into the Red River. This region is the oldest settled portion of North Dakota. It is better supplied with railroad facilities than many portions of the old States of the East. It contains many prosperous farming communities, and numerous large towns and villages. The government land is practically all taken in this valley. On the North Dakota side of the valley nearly all the railroad lands have been sold, except a considerable area in Richland and Ransom counties. On the Minnesota side, however, there is a large amount of excellent prairie land, convenient to railroads and towns, still owned by the Northern Pacific company. Settlement of these lands was retarded until recently by a legal process to determine their ownership. The Supreme Court of the United States finally decided in favor of the Northern Pacific company. The company has reduced the prices of these lands and lowered the rate of interest to 6 per cent, when purchased on five years' time, with the view of encouraging settlement and rapidly extending the area under cultivation. A separate map folder showing the Red River Valley lands and describing the country is furnished free.

A NORTH DAKOTA DIVERSIFIED FARM NEAR JAMESTOWN, NO. DAK.

Valleys of the Sheyenne and James.—The Sheyenne and James rivers run parallel for a considerable part of their course through North Dakota, and are separated by a rolling prairie country from 30 to 50 miles in width. The region which these two rivers water is more varied in surface than the Red River Valley, consisting of undulating and rolling and level prairies, diversified with ranges of low hills. There are numerous ponds and small lakes, surrounded by belts of natural meadow. Water is plentiful and good, and in the depressions all through this region are very many natural meadows. The land is almost uniformly good. The soil is brown loam, with clay subsoil; it is easily tilled, and highly productive of all the small grains and root crops. This is a fine wheat country, and grows large crops of oats, barley, rye, flax, timothy, alfalfa, and vegetables. Mixed farming, in connection with stock raising, is proving from the tests of practical experience to be especially advantageous, and the live-stock interests of the farmers are steadily on the increase. The Sheyenne and James rivers water extensive agricultural regions in North Dakota. The headwaters of both these rivers take their rise near the center of the State, the former flowing easterly into the Red River, and the latter southerly into the Missouri. The valleys of the two streams spread over portions of sixteen large counties. The valley of the Sheyenne, beginning in Pierce County, extends easterly through portions of Benson, Wells, Eddy, and Nelson, thence south and east through portions of Griggs, Steele, Barnes, Ransom, Richland, and Cass counties to the Red River Valley. The valley of the James, heading in the western part of Wells, reaches eastward through that county and part of Eddy, thence south through Foster, Stutsman, La Moure, Dickey, and Sargent counties, North Dakota, and continues across the State of South Dakota to the Missouri River Valley, the north line of Nebraska. The Pipestem River, the largest tributary of the James, rises in Wells County and flows southeasterly through Foster and Stutsman, and at Jamestown, an important town on the Northern Pacific Railroad, empties into the James River. The counties watered by these rivers and their tributaries in North Dakota, are among the older settled counties in the State, and contain many large and prosperous farming communities. In the more easterly of the counties the government lands are nearly all taken up and most of the railroad lands are sold. There is, however, a good deal of unsold railroad lands in Richland, Ransom, Sargent, and La Moure counties, reached by Northern Pacific branch lines from Wadena, Minnesota, to Milnor, Sargent County, and from Fargo to La Moure and Edgeley, La Moure County. There is but little government land in the James River Valley proper, nor east of it, except as mentioned above; but there still remains about 200,000 acres of railroad land, and also some areas of government land in the counties of Foster and Griggs and in the eastern part of Stutsman. Immediately west of the valleys of the James and Pipestem rivers, there are large areas of both railroad and government lands in the counties of Stutsman, Wells, Kidder, Logan, and the northern part of McIntosh and Dickey, and there are government lands in Eddy and Benson. All of these lands are reached by the Northern Pacific Railroad and its branch lines.

The Devil's Lake Country.—Devil's Lake, situated about 80 miles directly north of Jamestown, Stutsman County, is the largest body of water in North Dakota—its length being about 50 miles and its breadth from 2 to 6 miles—and is surrounded on a great part of its shore lines by narrow belts of heavy oak timber. The lake has no outlet and its waters are strongly saline. Railroads touch its northern and western shores. The Jamestown & Northern Branch of the Northern Pacific Railroad, from Jamestown north, reaches the west end of the lake at Minnewaukan, and is completed 18 miles farther north to Leeds. The country in the midst of which this curious basin of salt water lies, is a region of rolling prairie and is fast being occupied by prosperous farmers. The Antelope Valley, lying to the southwest of the lake, commences near New Rockford, Eddy County, and extends northwest through Benson. The valley covers a large area of nearly level agricultural land, a considerable portion of which is occupied by settlers. This region offers good opportunities for settlement. An area of 230,400 acres of fine farming land on the southern side of the lake is included in the Devil's Lake Indian reservation. Fort Totten, a military post, is situated on the south shore of Devil's Lake, about 15 miles east of Minnewaukan, and 11 miles from Oberon Station, on the Jamestown & Northern Railroad.

The Turtle Mountain Country.—Northwest from Devil's Lake, from 60 to 80 miles distant, is a region of hills sparsely covered with oak timber, and lying in the extreme northern portion of North Dakota, and generally known as the Turtle Mountain Country. Excellent coal is found there, and numerous streams afford good water powers. Settlement is progressing satisfactorily, and there is plenty of government land open for occupancy. The principal towns are Dunseith, St. Johns, and Bottineau.

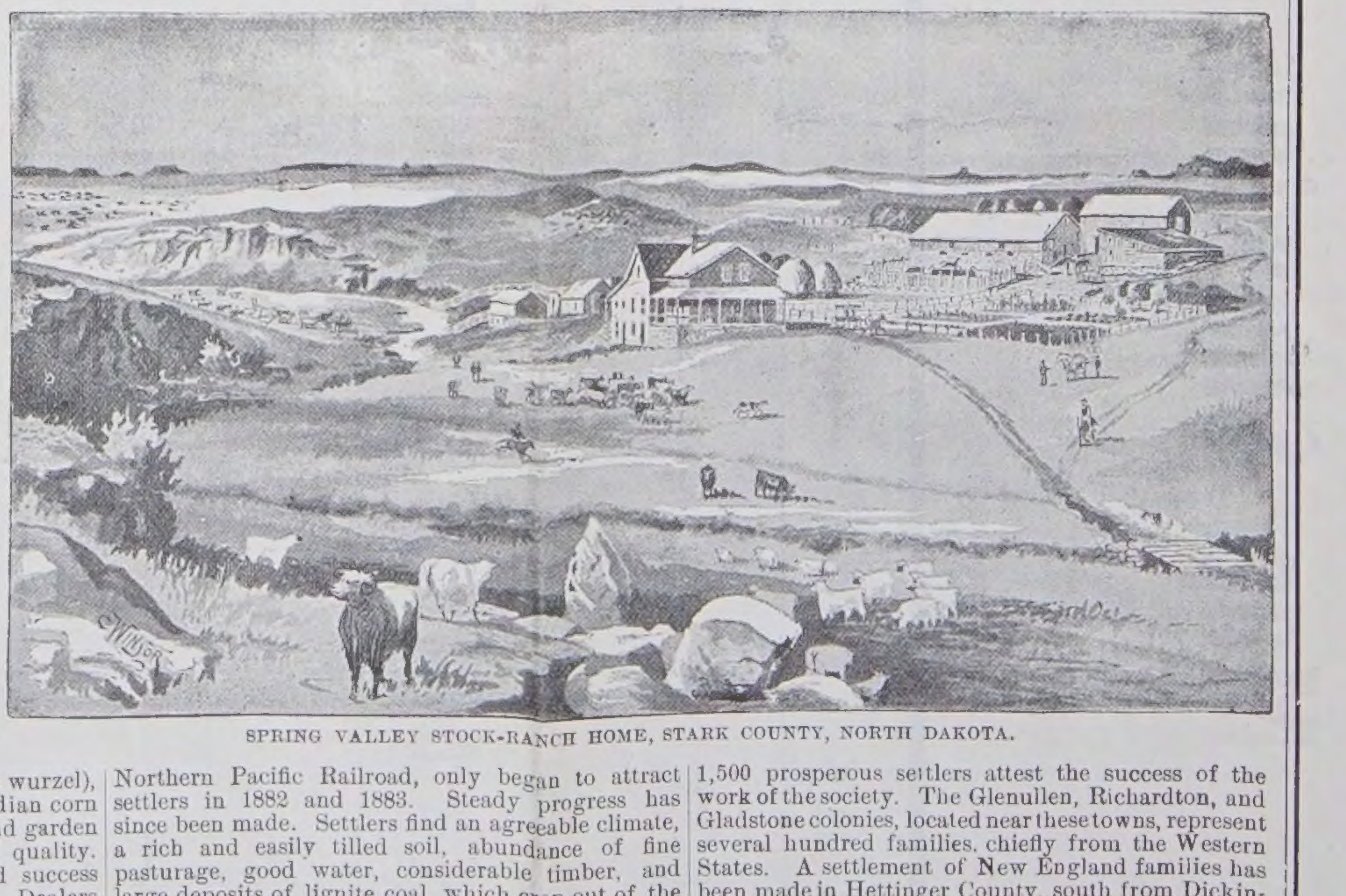
The Coteaux.—The rolling plateau lying between the valleys of the James and the Missouri rivers is commonly called the Coteaux, the full name given to it by the early French explorers being "Plateau du Coteau du Missouri." The full extent of the Coteaux plateau, in North Dakota, reaches from the northwest corner to the central part of the south line of the State, a distance of about 300 miles in length, with a width of from thirty to forty-five miles. About half of the full length of the Coteaux plateau (150 miles) is located between the valleys of the James and Missouri rivers, spreading over portions of eight counties, comprising La Moure, McIntosh, Dickey, Stutsman, Kidder, Wells, and Sheridan. The surface of the Coteaux embraces extensive rolling prairies, rising at intervals into low, grassy hills, and interspersed with ponds, small lakes, and natural meadows, forming attractive landscapes. This country is well adapted to agricultural and live-stock industries. The large areas open for occupancy offer good opportunities to secure desirable new prairie lands for general farming and farm stock raising, and also for raising cattle, sheep, and horses, as a special industry. This region has no large streams, the drainage generally running into lakes and ponds, of which there are a countless number. It is well grassed, has an abundance of good water, and, with the exception of here and there a gravelly strip, has a rich soil. For the production of wheat it shows a record as good and some portions of it better than that of the Red River Valley. Wheat, oats, barley, flax, millet, Hungarian grass, beets (mangel wurzel), and potatoes are the principal crops. Indian corn is raised for local consumption. Field and garden vegetables grow large and excellent in quality. Sheep raising is carried on with marked success and is constantly increasing in importance. Dealers in sheep place flocks with farmers to raise on shares, on terms profitable to both parties. The farmer's share of the wool produced returns him an annual income and his share of the yearly increase of the sheep soon grows into a flock. Cattle are also furnished to farmers to raise on shares. There is a large amount of open range for sheep and cattle, and the abundant supply of grass, on the innumerable natural meadows which abound throughout its extent, furnishes hay for winter feed. Horses do not have to be fed, doing well on the open ranges the entire year. The success which has attended the stock-raising enterprises that have already been established in this region, shows that the existing conditions are favorable for profitable results in this class of business, and the belt of unoccupied country is so extensive that it offers a wide field for a large expansion of the live-stock industries. Coal is mined at Pony Gulch, in Wells County, for the use of settlers, and it is thought that it will be found to exist at many places in this portion of the Coteaux. This region was settled much later than some portions of North Dakota farther east, and a large amount of good government lands remain open for settlement, both north and south of the Northern Pacific Railroad, and there is also plenty of first-rate railroad land for sale at low prices. The sectional land map on the other side of this publication indicates the lands taken up and also the unoccupied lands in this district.

The Missouri Slope.—From the summit of the Coteaux the descent to the Missouri River at Bismarck, the capital of the State, and the point at which the Northern Pacific Railroad crosses the stream, is about 250 feet. The country bordering upon the Missouri is generally designated as the Missouri Slope. The counties on the eastern side of the river, included in the Missouri Slope Country and within the limits covered by the sectional land map inside, comprise Burleigh, Emmons, and McLean, bordering on the Missouri, and the western parts of the adjoining counties of Kidder, Logan, McIntosh, and Sheridan. The Missouri Slope Country has a climate somewhat warmer than that of eastern portions of North Dakota; the spring opens earlier, and the wheat harvest begins about ten days earlier. The surface of the country is rolling prairie, drained by small streams running into the Missouri River, and distributed over the prairies are numbers of ponds, small lakes, and natural meadows. For wheat and other small grains, and for millet, Hungarian grass, and vegetables, the soil is unsurpassed. Indian corn is successfully raised for home consumption. Barley, flax, and oats are profitable crops. This region is well adapted to mixed farming and stock raising. While the country lying on both sides of the Northern Pacific and bordering on the Missouri River is comparatively well settled by farmers and stockmen, yet there are large areas of unoccupied farming and grazing lands. Beyond the settled districts which stretch back from the railroad and river, there is a wide extent of unoccupied country adapted to diversified farming and stock raising, of which the emigrant can have his pick of free government land, and there is an abundance of railroad lands for sale, as shown on the map inside. Lignite coal is found in inexhaustible quantities along the Missouri River. Coal is mined for local consumption back from the river at various points in Burleigh, McLean, and Emmons counties. There is considerable timber on the bottom lands along the Missouri River.

West of the Missouri River.—That part of North Dakota lying west of the Missouri River embraces an extensive agricultural and grazing region. It contains about one-fourth of the area of the State, and includes the counties of Morton, Oliver, Mercer, Williams, Dunn, Stark, Hettinger, Bowman, Billings, McKenzie, Wallace, and Allred. A large part of this broad area is shown on the map inside, which shows the surveyed lands by sections in the district covered by the map. This is a comparatively new country, seven of the twelve counties comprised within its limits being still unorganized. The rolling prairies lying west of the Missouri River in North Dakota, stretching out on both sides of the Northern Pacific Railroad, only began to attract settlers in 1882 and 1883. Steady progress has since been made. Settlers find an agreeable climate, a rich and easily tilled soil, abundance of fine pasturage, good water, considerable timber, and large deposits of lignite coal, which crop out of the bluffs, and are so easily mined that farmers are able at small cost to secure their own fuel. Investigations indicate that the entire surface of the country west of the Missouri River is underlaid with coal. Many of the farmers have opened beds of coal on their own farms, and veins have been opened convenient to all of the settlements. Veins of coal from 4 to 20 feet thick are being worked. Coal is extensively mined for shipment at Sims, in Morton County, and at Lehigh, near Dickinson, in Stark County. The winters are shorter and milder than in portions of the State east of the Missouri. The grazing ranges west of the Missouri River are extensive and afford excellent pasturage. The bunch-grass predominates. It cures in the summer and stands as hay in the winter. Cattle and sheep require but little feed during the winter months other than the open ranges supply, and the native grasses furnish an abundance of good hay. Horses do not have to be fed at all, keeping fat the year around on the well-grassed open pasture lands. There is considerable diversity in the landscapes, owing to the frequent occurrence of conical buttes capped with sandstone, and ranges of grassy hills. The country is watered by the Big Knife, the Heart, the Cannon Ball, and the Little Missouri rivers, and their tributaries. Along these streams are fine opportunities to establish new stock ranches in the midst of well-grassed grazing ranges. Many prosperous colonies have been planted in this region during the past few years; and there are equally as good openings for many more. By far the greater part of the government lands are open to free entry by settlers on homesteads and extensive grazing ranges are as yet unclaimed by stockmen. The Railroad Company has still for sale the larger portion of its original grant. The railroad lands for sale, and the unoccupied government lands, and also the lands taken up by settlers, are shown on the within sectional land map. This country is adapted to the successful production of wheat, oats, barley, rye, flax, Indian corn, millet, Hungarian grass, timothy, potatoes, and other field and garden vegetables. For mixed farming combined with stock raising the country west of the Missouri River is unsurpassed, and all farmers who adopt the plan of diversified farming succeed. For cattle, sheep, and horse raising as a special business, this region offers the best of opportunities. The stockmen who have already established stock ranches here are successful.

The Bad Lands.—In the western part of North Dakota, at a distance of 125 miles west of the Missouri River, the intervening rolling prairies are broken up by a strip of very singular country known as the "Bad Lands of the Little Missouri." It is about 25 miles wide, and over 100 miles long, and lies on both sides of the Little Missouri River. This region has been grooved, furrowed, and tortured by tremendous primeval forces; and the action of fire and water on a gigantic scale can be traced in the masses of red scoria, the petrified stumps and trunks of great trees, the deep ravines furrowed among the hills, and the numerous precipitous buttes, with their strata of blue clay, lignite coal, and scoria. At a number of places the coal veins are still visibly burning beneath the surface of the ground, sending forth sulphurous fumes through fissures in the earth. Nature has, however, covered the scene of devastation with a mantle of grass and flowers; and the Bad Lands are one of the finest cattle districts in the West. In this region, and on the adjoining prairies, many thousands of cattle range all the year and fatten on the rich bunch-grass pastures. Indeed, the great cattle range country of Montana laps over into North Dakota far enough to embrace the Bad Lands. Horses run on the ranges all the year, and keep in good condition without other feed than the natural pastures afford. A special merit of the Bad Lands as a stock country lies in the fact that the cattle, sheep, and horses are sheltered in the ravines among the buttes. The snowfall is not heavy, and the winter losses are small.

Colony Settlement.—The region west of the Missouri River offers special advantages for organizing colony settlement. During the past four years over 4,500 settlers have been drawn to this region through the work of the colony organizations at New Salem, Glenullen, Hebron, Richardton, and Gladstone. All of these are successful and prosperous settlements. The New Salem and Hebron settlements were made under the auspices of the German Evangelical Colonization Society, of which Rev. J. L. Kling of Chicago is president, and over 1,500 prosperous settlers attest the success of the work of the society. The Glenullen, Richardton, and Gladstone colonies, located near these towns, represent several hundred families, chiefly from the Western States. A settlement of New England farmers has been made in Hettinger County, south from Dickinson. There are many places still open for new colonies, and the lands are fertile and desirable as those already taken up. The next five years will show a large increase in the population and value of farms and live stock throughout this region.



SPRING VALLEY STOCK-RANCH HOME, STARK COUNTY, NORTH DAKOTA.

SECTIONAL LAND MAP
SHOWING THE
Lands OF THE Northern Pacific Railroad Co.
FROM JAMESTOWN, NORTH DAKOTA, TO THE WESTERN BOUNDARY OF THE STATE.

A JAMES RIVER VALLEY DIVERSIFIED FARM, NORTH DAKOTA.

NORTH DAKOTA.

THE new State of North Dakota, admitted to the Union November 2, 1889, comprises the northern half of the former Territory of Dakota. It has an area of about 70,795 square miles, or 45,308,800 acres—about equal to the States of Ohio and Indiana combined. Its surface may all be characterized as prairie; but it is nearly level in the east, undulating and rolling in the center, and rolling prairie with low hills in the western part of the State. The Missouri River traverses the State from the northwestern corner to a point about midway from east to west on the South Dakota border. The Red River of the North divides the State from Minnesota on the east; Manitoba and Assiniboia bound the State on the north; the new State of Montana on the west; and the new State of South Dakota on the south. No other State or Territory has as extensive areas of fertile agricultural land still unsettled, and no other offers superior advantages for settlement by farmers and stock-raisers. Fully three-fourths of its surface consists of highly fertile prairie land. The present population of North Dakota is about 200,000. It will easily support, without overcrowding, a population of 3,000,000 In fact, it may be said that there is room in the State for more than ten times its present population before it becomes as thickly settled as Iowa, or even the eastern part of

trouble, as to what government lands are open to homestead entry, and what railroad lands are still unsold. The railroad company has recently reduced the prices of its lands and also the rate of interest, and are now offering them for sale cheaper than ever before. The district of North Dakota represented on this map contains an area of about 17,000,000 acres, and is, beyond question, the best large area of land still open, in great part to original settlement, in the United States. In fact, the extensive regions in the Northwestern States, embracing what is termed the "Northern Pacific Country," comprise the only portion of the West where the agricultural settler can now have a wide range of choice of fertile lands with the advantage of homesteading government lands, and also of purchasing, at low prices and on long time, the adjoining railroad lands.

Railroad Lands in North Dakota.—The Northern Pacific Railroad has for sale in North Dakota over 6,750,000 acres of rich farming and grazing lands; and almost every section of this vast domain is valuable for agriculture and stock raising. The prices have been reduced, ranging chiefly from $1.00 to $5.00 per acre, on five years' time, with interest at 6 per cent. They offer good opportunities to engage in diversified farming, the raising of cattle, horses, and sheep, and dairying. For terms, see "TERMS OF SALE" on outside page.

Government Lands.—The unoccupied government lands in the region shown on the within sectional land map, are fully as extensive in aggregate area as those owned by the Railroad Company. A synopsis of the United States land laws as changed by Congress, March 3, 1891, governing the acquisi-

miles in length; the Heart River, 150 miles long; and the Cannon Ball, with its North and South Forks, fully 150 miles in extent. These four streams with a number of important tributaries, water that part of North Dakota lying west of the Missouri River.

Lakes.—A considerable part of the drainage of the North Dakota prairies is into lakes and ponds, many of which have no outlets. Devil's Lake, the largest body of water, is fifty miles long and from two to six miles wide. There are hundreds of smaller lakes, varying in size from an area of a few acres to that of five or six square miles. These lakes give especial facilities to the farmers for water for stock in sections where there are few running streams. These lakes abound in water fowl and fish, and are an attractive feature of the country.

North Dakota Climate.—It has required many years to correct the misconception, formerly prevailing in the East, concerning the climate of North Dakota. The truth is gradually becoming known, however. People who look at the maps and consider the latitude of this region only, jump to the conclusion that it must have a winter climate corresponding to that of like latitudes in the East. It has been necessary to educate them up to a knowledge of the importance of the isothermal lines, and of the effect of the warm Japan current of the Pacific Ocean, producing what is known as the "Chinook winds," in modifying the temperature of all the northwestern regions of the American continent. The fact is, that the isothermal line of 50 degrees Fahrenheit, which passes through the wheat countries of Russia, Austria and France, and in the United States, runs westward through Harrisburg, Cleveland and Chicago, turns northward, passing through St. Paul and into Manitoba, and thence passes westward north of the northern boundary line of North Dakota and Montana. This, it must be understood, is the line of 50° mean annual temperature. The thermometer occasionally shows a lower degree of temperature in North Dakota than in Ohio, Indiana, or Pennsylvania; but the atmosphere is so dry that the cold is much less severely felt. For example: a temperature of 10 degrees below zero is much less uncomfortable in Jamestown or Bismarck, than one of 10 degrees above is in Philadelphia or New York. Winter storms are

has the property of holding moisture to a wonderful degree, and giving it out as needed for the growing crops. It contains a practically inexhaustible supply of the soil ingredients most valuable for agriculture, namely: soluble silica, lime, potash, soda, phosphoric acid, nitrogen, and vegetable humus. There is no better soil in the world for general farming purposes, and none so well adapted for the raising of wheat and other small grains. It is easily pulverized, and after the prairie sod is once broken, cultivation is done with comparatively little labor. The effect of deep winter freezing, and the rising of the moisture to the surface in the spring thaw, is to mingle the rich natural fertilizers of the subsoil with the top-soil, so that the natural process of fertilization is constantly going on. A distinguished foreign chemist, Dr. Aitken of Edinburgh, Scotland, an analyst to the Grain Exchange of that city, pronounced North Dakota soil to be the most interesting he had ever investigated. He says in his report upon it, that its texture is such as to permit of the rapid raising of moisture from beneath, and declares that he demonstrated by experiment that it has a capability of raising water eighteen inches in one day, thus showing its suitability to withstand drought. "With regard to its fertility," he continues, "the amount of salts, soluble in water, is naturally greatest in the upper layer of the section submitted to him, but that the very slight diminution in the quantity of soluble salts in the lowest layer from that contained in the middle layer, indicates that, even at great depth, the soil may be comparatively well supplied with salts, soluble in water, and immediately available for the use of crops." And also, as an important feature of the soil, the proportion of phosphoric acid, potash, and lime actually increases with the depth, so that, as the superficial layer becomes exhausted, its fertility will be replenished by stores of nourishment from beneath.

Fuel—Coal and Wood.—A large part of the surface of North Dakota is underlaid with veins of lignite coal, which is cheaply mined, and, while inferior to bituminous coal, makes good domestic fuel, and is of great advantage to the settlers in this country. The whole of the country west of the Missouri River, and a considerable part of that east of the river, is underlaid with deposits of lignite coal, which crops out in many places in veins from 4 to 20 feet in thickness. It is largely mined for shipment at Sims, Morton County, and at Lehigh, near Dickinson, Stark County, on the Northern Pacific Railroad. It is also mined for local consumption near all of the towns in each of the counties west of the Missouri River. It is also mined east of the Missouri

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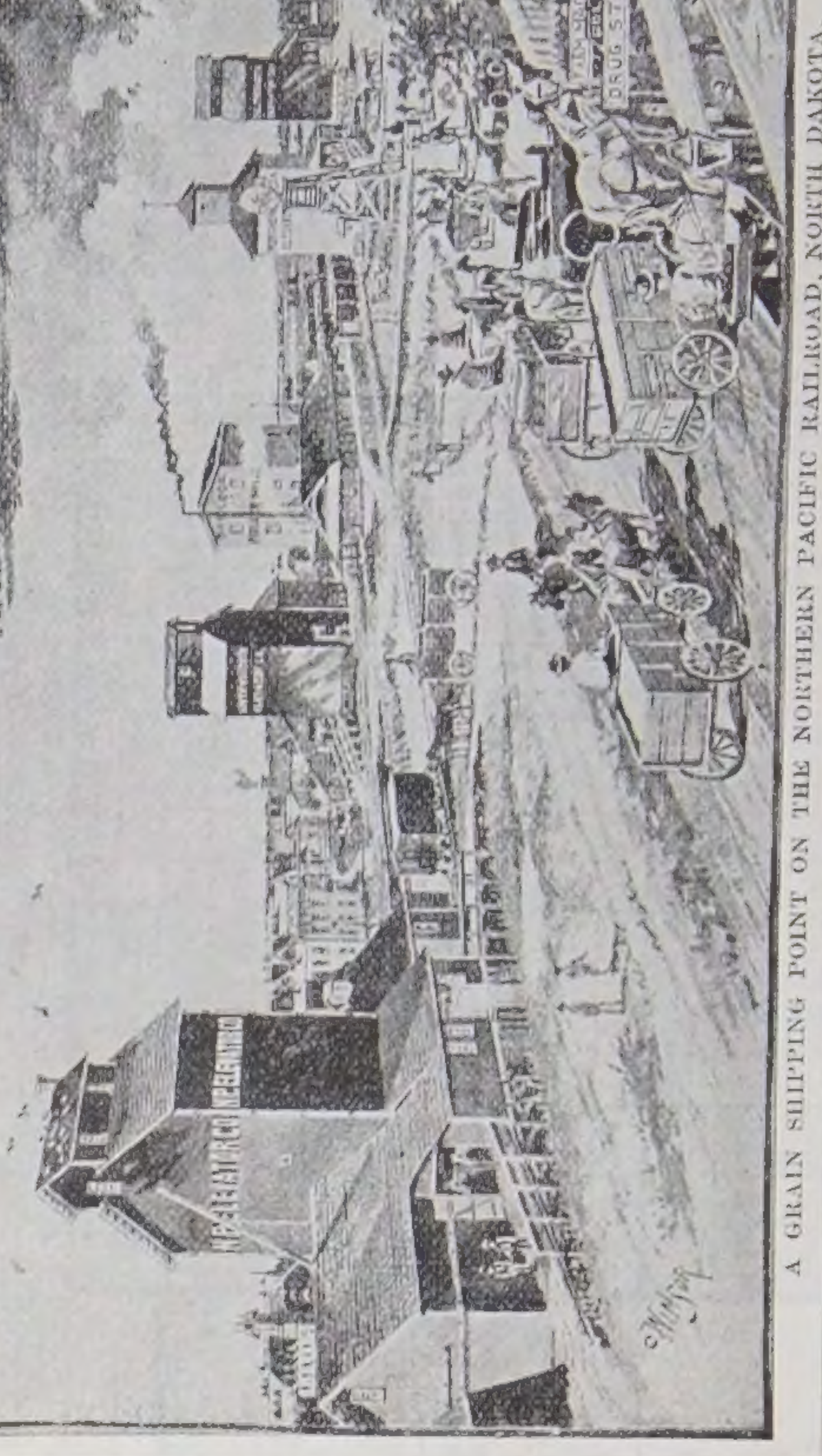
Northern Pacific Country

SECTIONAL LAND MAP

OF A PORTION OF

NORTH DAKOTA

The General Offices of the Land Department of the Northern Pacific Railroad Company are in the New York Life Insurance Building, Corner 6th and Minnesota Sts., St. Paul, Minn.



A GRAIN SHIPPING POINT ON THE NORTHERN PACIFIC RAILROAD, NORTH DAKOTA.

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nish an abundance of lumber and building material of the best quality and at low prices. Lumber, shingles, lath, doors, and sash are largely manufactured at many points on the line of the Northern Pacific Railroad in Minnesota. The lumber yards established at all of the towns, the centers of trade for the various farming settlements in North Dakota, obtain their stocks from these sources, and supply cheap building material to the settlers.

Fencing.—It is not the custom in North Dakota to divide the farm into small fields by fences, and the great cost of fencing elsewhere is here saved to the settler. Stock is not allowed to run at large in the well-settled districts, and only the pastures are fenced. For this purpose barbed wire is in common use. The law requires stock to be herded.

HOME OF A NORTH DAKOTA DAIRY FARMER AND GRAIN RAISER.

Transportation—Railroads.—The railroad system of North Dakota affords good transportation facilities. The first railroad in North Dakota was the Northern Pacific, which crossed the Red River at Fargo in 1872. So rapid has been railway construction since that time, that there are now nearly 2,100 miles of completed road in the State. A number of new roads are projected, partially graded, and will be built during the next two or three years. Settlers need not go farther from a railroad station to find a location for a home than they can haul a load of grain and get back home in a few hours, or, at farthest, the same day. Government lands and cheap railroad lands can be had in the eastern part of North Dakota within from 10 to 25 miles of railroad stations; in the central part, within from 5 to 15 miles; and west of the Missouri River, within from 2 to 6 miles of the line of the Northern Pacific Railroad. The leading railroad in North Dakota is the Northern Pacific, which, starting from the large commercial cities of St. Paul and Minneapolis, and also from Duluth and Superior, important shipping points at the head of Lake Superior, enters the State at Fargo with its main line, and runs entirely across it on its way to the Pacific Coast. It has numerous branch lines in the State. One branch runs down the Red River Valley to Grand Forks, Grafton, and Pembina, and thence to Winnipeg, and west to Portage la Prairie and Brandon, in Manitoba. Another runs from Fargo in a southwesterly direction to Lisbon, La Moure, and Edgeley, La Moure County. Another, from Wadena, Minnesota, enters the State at Wahpeton, and runs west to Milnor, Sargent County. The Cooperstown branch leaves the main line at Sanborn and runs north to Cooperstown in Griggs County. An important branch is the Jamestown & Northern, which runs north from Jamestown to Carrington, New Rockford, Minnewaukan, and Leeds, and has a branch from Carrington to Sykeston in Wells County. The James River Valley branch runs south from Jamestown to La Moure and Oakes, where it connects with systems of railroads to the south. All these branch railroads, as well as the main line of the Northern Pacific, traverse fertile and attractive farming regions. Other railroad companies operate lines in the Red River Valley and in other portions of the State. Passenger fares are low, and freight rates are so moderate that groceries, dry-goods, lumber, farming machinery, etc., may be bought in North Dakota towns at prices very little higher than those which prevail in the older settled sections at the east. The country roads are excellent natural highways over the rolling prairie country, and they are rarely muddy or heavy. The Missouri River is navigable for its entire length in North Dakota. The Red River is navigable from Wahpeton to its mouth. Steamboats navigate Devil's Lake. With good transportation facilities, a healthful climate, and large areas of vacant land, with a fertile soil, this State offers good opportunities to secure farms and build independent homes.

Profits of Wheat Growing.—In reply to inquiries of the Italian minister of agriculture for information, Commissioner Dunlap prepared the following interesting tables on the cost of wheat production in North Dakota, as showing the average expense to the ordinary farmer, based upon actual results as they came within his knowledge. The expense of wheat raising varies but little throughout the State, and these estimates, taken in connection with the comments thereon by the commissioner, will give the non-resident a very correct idea of the cost of labor and other items entering into the production, harvesting, and marketing of an acre of wheat:

COST OF PRODUCTION PER ACRE.

Plowing	$ 1 00
Seed, 1½ bushels, at 80 cents	1 20
Cultivation and sowing	50
Harvesting and stacking	1 25
Threshing and marketing	2 00
Total	$ 5 95

Debit.

Plowing 160 acres, at $1	$ 160 00
Seed for same, 240 bushels, at 80 cents	192 00
Cultivating and sowing, at 50 cents per acre	80 00
Harvesting and stacking, at $1.25 per acre	200 00
Threshing and marketing, 3,200 bushels, at 10 cents	320 00
Interest on capital invested, $2,000 at 10 per cent	200 00
Total	$1,152 00

Credit.

Crop of 3,200 bushels (yield 20 bushels an acre), at 80 cents per bushel	$2,560 00
Balance to net profit	1,408 00
Cost of production per acre (including interest)	7 20
Cost of production per bushel	36

S. K. McGinnis, of Jamestown, makes the following statement of the expenses and receipts for a crop of wheat raised on 320 acres of land, near Melville, No. Dak., which he managed for the owner, who resides in the East. The price paid for the land was $9 per acre, or $2,880, and the expenses of breaking and pulverizing $5 per acre, or $1,600, making the total cost $4,480. The labor was performed by contract, and the cost as follows:

Five hundred bushels seed wheat, at 80 cents	$ 400 00
Preparing ground and seeding, at $1.35 per acre	432 00
Harvesting at $2 per acre	640 00
Threshing and delivering at elevator	839 55
Stubble plowing, at $1.75 per acre	560 00
Total	$2,871 55

The product was 5,790 bushels of wheat, or over 18 bushels to the acre, which was sold at 70 cents a bushel, amounting to $4,053, or $1,181.45 in excess of the expense as above. From this we will deduct $160 for services of the agent, and $18.96 interest on $832, paid for seed and seeding on the 16th of May (the other payments were made from the proceeds of the crop); also taxes, about $20. This leaves a balance of $982.49, or nearly 22 per cent. return on the investment of the owner.

This is a very fair statement. The cost of the land is no less than other lands in the vicinity can be purchased for now, and the breaking and pulverizing was done at "going rates." The price paid per acre for seeding, harvesting, and stubble plowing has been general throughout the country this year. The yield, about 18 bushels per acre, was not over an average for that region, and the price obtained for the wheat is about 10 cents below the average for the three previous years.

All of the work was hired, and $160 (not an unreasonable price) paid for managing. If the owner had been a practical farmer, owned teams and machinery, and did considerable of his own work, the profit would have been greater.

PRODUCTIONS.

Hard Spring Wheat.—While the soil and climatic conditions in North Dakota are eminently favorable for the growth of all of the usual farm products, the leading crop is HARD SPRING WHEAT. Since the invention of the gradual reduction process of milling, this wheat is considered by millers to be the most valuable in the world. North Dakota and Northern Minnesota are the only portions of the United States where hard spring wheat can be successfully grown. These regions are frequently termed "THE NORTHERN PACIFIC HARD WHEAT BELT." The reason of the superior value of hard spring wheat lies in the fact that it contains a larger proportion of gluten and a smaller proportion of starch than any other variety. Hard spring wheat is so superior to all other varieties, and commands prices so much higher, that it has acquired a distinctive designation in the markets, and the best quality is known as "No. 1 Hard." It regularly sells in Minneapolis, Duluth, and Superior for about 10 per cent more per bushel than the best grade of other wheat. From it is made the celebrated Minneapolis flour; and it is largely shipped to millers at the East to mix with the best winter wheat, and thus bring up the standard of their flour. It produces the largest number of pounds of bread from a fixed number of pounds of flour of any wheat in the world. Efforts have been made to raise it south of this belt of country; but these efforts have uniformly proven unsuccessful. The grain deteriorates and becomes soft, owing to climatic reasons, however pure the seed may be. It will therefore be seen that the farmer in North Dakota has a very great advantage in the superior quality of the wheat produced in that State. He gets about 10 per cent more money for the same number of bushels than farmers in other localities realize from the best varieties of wheat raised by them. The market can never be overstocked with No. 1 hard, because the whole civilized world knows that this kind of wheat makes better flour and better bread than any other variety. The great mills at Minneapolis, Duluth, and Superior, which have a milling capacity of over 38,000 barrels of flour per day, have made the high reputation of their flour from the superior grade of wheat grown in the hard spring wheat belt of Minnesota and North Dakota. This flour commands the highest prices paid for high grade flour, not only in the Eastern States, but also in Great Britain and on the Continent of Europe. Hard spring wheat always meets with ready sale at the highest market prices. Grain buyers at all shipping points on the railroads are cash purchasers to supply the great demand of flouring mills, and for the markets at Duluth and Superior, which, next to Chicago, is the largest shipping point for wheat in the West. The average yield of wheat per acre ranges from 15 to 25 bushels, but considerably heavier returns are not unusual. Hard spring wheat weighs more to the bushel than the softer varieties, the weight usually ranging from 61 to 65 pounds to the bushel. While wheat is an important product in North Dakota, the soil is equally well adapted to the growth of many other profitable crops.

Other Crops.—It must not be understood that North Dakota is exclusively a wheat country. Wheat will no doubt always be its chief crop by reason of its special advantages for raising the best wheat in the world; but the country is well adapted to diversified farming, stock raising, and dairying. OATS yield largely, ranging from 40 to 70 bushels per acre, and weigh from 34 to 38 pounds to the bushel. Returns of 80 to 90 bushels per acre, although exceptional, are not uncommon. BARLEY is a paying crop. The yield is from 35 to 45 bushels to the acre, weighing from 48 to 52 pounds to the bushel.—RYE returns good yields, running 35 to 50 bushels per acre, and 56 to 60 pounds to the bushel.—CORN has proven an excellent crop in North Dakota. Since it has been demonstrated by practical experience that corn can be successfully raised here the area cultivated to this crop is being rapidly extended. The flint varieties is the kind of corn adapted to this region, and the yield is from 40 to 80 bushels to the acre. The Minnesota Dent, Ree, and Compton are the varieties usually raised. Corn sown broadcast for fodder produces a large and useful crop. The berry of all the grains grown in North Dakota is unusually hard, full, and heavy, and the products, by reason of the hardness and good weight of the grains, command high prices and ready sale.—FLAX.—The success experienced in raising flax in North Dakota, has made it an important and profitable crop, and farmers are steadily extending the area of its culture.—FIELD PEAS compare with barley in fattening qualities for hogs and other live stock, and, being more easily and cheaply raised, are preferred and largely cultivated.—BEETS (*Mangel wurzel*) and RUTABAGAS are also largely raised for feeding stock, and yield abundant crops.

The soil and climate of North Dakota are conducive to the growth of exceptionally fine vegetables. POTATOES yield from 150 to 350 bushels to the acre. They grow large in size, are uniformly sound, very mealy, and are conceded to equal any potatoes in the world.—ONIONS yield from 350 to 600 bushels to the acre, and are large and fine. GARDEN VEGETABLES.—Peas, Beets, Turnips, Beans, Parsnips, Carrots, Squash, Cabbage, Cauliflower, Egg-Plant, Lettuce, Radishes, Melons, and in fact, all kinds of vegetables are raised, grow large, and are excellent in quality.

Small Fruits.—Strawberries, Raspberries, Currants, Gooseberries, etc., are cultivated. Strawberries grow wild on the prairies. Along the streams, in the woods and willow thickets, wild-currants, plums, gooseberries, and other edible berries, and also wild hops are found.

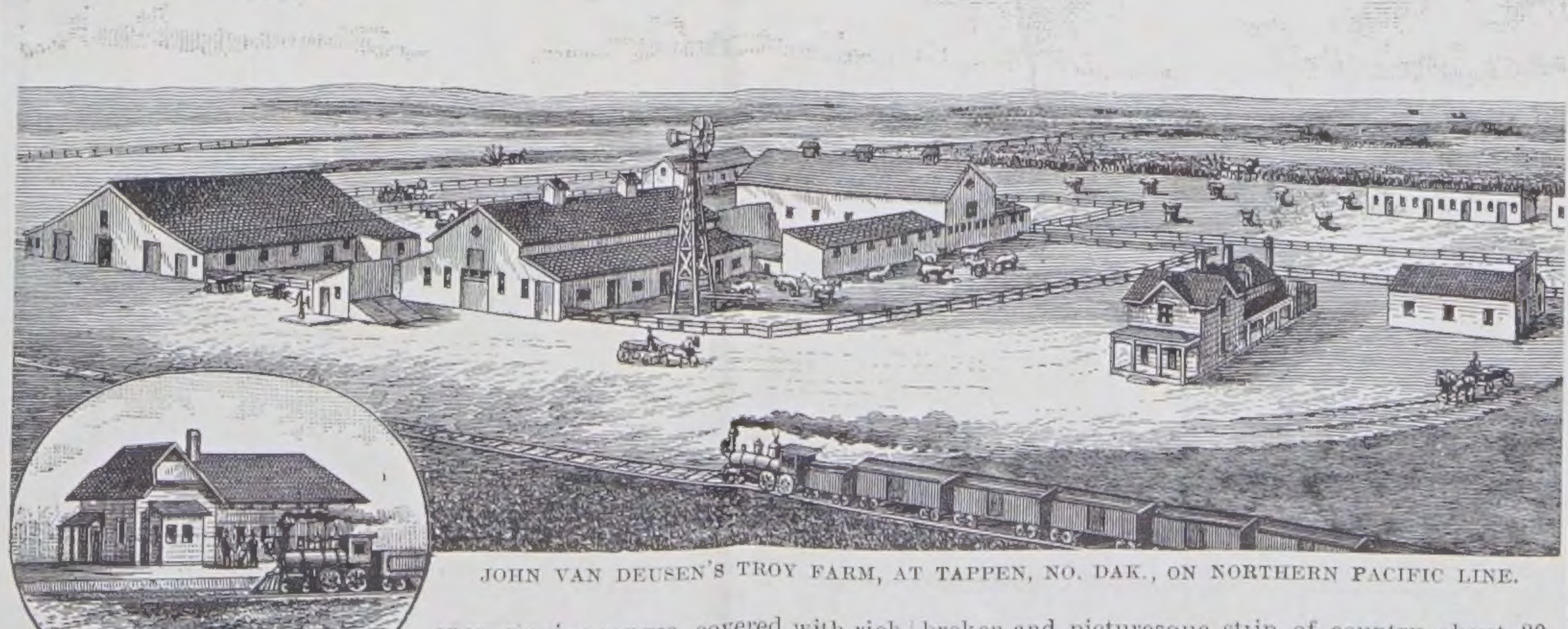
Buckwheat, Hops, Timothy, Hungarian-grass, and Millet are grown. The hay crop, both from natural meadow lands and cultivated grasses, is large.

Native Grasses.—The native grasses are highly nutritious. The whole surface of the prairies is covered, in a state of nature, with a thick growth of Buffalo-grass, Bunch-grass, and Bluejoint-grass mingled, the Bunch-grass predominating in the western part of the State. Among the grass grows an almost countless variety of prairie flowers, gives to the prairies the appearance of a vast flower garden.

Dairying.—The conditions are favorable for successful dairying in North Dakota. Extensive open grazing ranges, covered with rich grasses, an abundance of good water and ready markets enable the farmer to realize a good annual income from dairy products. The quality of the butter made in the State is equal to that produced in any other portion of the United States. Creameries and Cheese Factories are being establised at many points, furnishing a ready and convenient market for cream and milk.

Farm Stock Raising.—The first settlers in North Dakota went into wheat-growing almost exclusively, from the fact that it required small capital, and brought quick returns. But of late years mixed farming, combined with stock raising, is receiving more and more attention. Farmers reflect that, when stock can be profitably raised in New England, where the winters are longer than in North Dakota, on land worth $50 per acre, the business must necessarily be profitable in a country where farms have cost their owners only from $2 to $5 per acre. For the farmer in North Dakota who combines stock raising with diversified farming, success is assured. In the western part of North Dakota, cattle, horses, and sheep feed on the grazing ranges almost all the year. In the eastern portion of the State the season for feeding cattle is not as long as in New England or New York. Prairie hay can be cut in abundance on the natural meadows, and cattle pick up a large part of their living during the winter months on the naturally cured grasses of the open ranges. Horses do not have to be fed in winter, doing well on the open ranges the year round. Dairy farming is profitable near the towns. Wood is successfully grown and returns the farmer a handsome annual income. Sheep raising is a growing industry and is constantly receiving more attention from farmers in all parts of the State, and especially in the rolling plateau known as the Coteaux, lying between the valleys of the James and Missouri rivers. So largely profitable is sheep raising that owners of large flocks furnish farmers, who have not the means to purchase, with sheep to raise on shares, on terms that not only pay the owner a high annual interest on the capital invested, but also enable the farmer to earn a flock of his own in a few years. The usual terms on which sheep are furnished are, half of the wool grown and half of the natural increase, and the return to the owner, at the end of three to five years, as may be agreed, of the original number of sheep furnished. Cattle are also furnished to farmers, to raise on shares, both for breeding and for beef-growing. The terms on which cattle are furnished are usually half the increase from breeding, or half of the proceeds derived from fat cattle marketed. The region west of the Missouri River is an excellent cattle, horse, and sheep country. Farmers throughout the State are providing themselves with cattle and sheep as fast as their means and opportunities will admit. We are speaking now of stock raising in connection with farming. The combination of farming with farm stock raising has always been profitable in North Dakota, and agriculturists who have conducted farms on this plan have been uniformly successful.

Stock Raising as a Special Industry.—The raising of cattle, sheep, and horses, on the grazing ranges of North Dakota, for market, is an important and growing business. This industry shows a steady increase in each successive year. Stock-raisers have already established a considerable number of successful stock-ranches, but there are wide expanses of unoccupied grazing ranges in the State, both east and west of the Missouri River, waiting to be taken up by stockmen. The largest grazing areas east of the Missouri are those located in the Coteaux Country, an extensive plateau lying between the valleys of the James and Missouri rivers, covering an area about 150 miles long by from 30 to 45 miles wide. The surface of the Coteaux is rolling, richly grassed prairie with low hills in places, and throughout its extent there are many natural meadows, producing nutritious native grasses, which furnish an abundance of hay, and there is plenty of good water for stock. Those engaged in cattle raising are gradually acquiring valuable herds. The sheep industry is growing rapidly, over 20,000 head having been brought in during the past year. Profitable horse ranches attest the adaptability of the Coteaux for successful horse raising. Horses require no feed throughout the year other than that which the open ranges supply. Cattle, sheep, and horse raisers will be well repaid by an inspection of the natural advantages which this region offers for carrying on this line of business. The extensive grazing ranges in the country lying west of the Missouri River, in North Dakota, are eminently adapted to the raising of sheep, cattle, and horses on a large scale as a special industry. The whole extent of country is well grassed and well watered. Good openings exist for the establishment of cattle, sheep, and horse ranches along the Heart, the Big Knife, the Cannon Ball, and the Little Missouri rivers, and along the tributaries of these streams. In the extreme western portion of North Dakota, especially in the "Bad Lands of the Little Missouri," a broken and picturesque strip of country about 30 miles wide and over 100 miles in length, watered by the Little Missouri and its tributaries, there are many large herds of cattle which receive no care in winter from their owners, subsisting entirely on the Bunch-grass pastures. The Bunch-grass cures in the summer as the stems with seeded heads mature, and stands as hay through the winter. There are large areas of government lands open for free entry, and a large amount of low-price railroad lands for sale, both in the Coteaux Country and in the country west of the Missouri River. The within map shows the unoccupied lands, and also the lands that have been taken up in the surveyed districts.



JOHN VAN DEUSEN'S TROY FARM, AT TAPPEN, NO. DAK., ON NORTHERN PACIFIC LINE.

UAA-1974-169-9/2/6/7/11-002

ATTRACTIVE FARMING AND STOCK-RAISING REGIONS.

The Red River Valley.—The great alluvial valley of the Red River of the North extends from south to north in North Dakota and Minnesota for a distance of about 200 miles, and has an average width of about 40 miles. The river, a navigable stream, separates the two States and divides the valley into nearly equal parts. The soil is a deep black loam, and is highly productive. This region is eminently adapted to wheat raising and diversified farming. The surface of the country is almost level; but there is, as a rule, sufficient slope for drainage by the numerous small streams which flow into the Red River. This region is the oldest settled portion of North Dakota. It is better supplied with railroad facilities than many portions of the old States of the East. It contains many prosperous farming communities, and numerous large towns and villages. The government land is practically all taken in this valley. On the North Dakota side of the valley nearly all the railroad lands have been sold, except a considerable area in Richland and Ransom counties. On the Minnesota side, however, there is a large amount of excellent prairie land, convenient to railroads and towns, still owned by the Northern Pacific company. Settlement of these lands was retarded until recently by a legal process to determine their ownership. The Supreme Court of the United States finally decided in favor of the Northern Pacific company. The company has reduced the prices of these lands and lowered the rate of interest to 6 per cent, when purchased on five years' time, with the view of encouraging settlement and rapidly extending the area under cultivation. A separate map folder showing the Red River Valley lands and describing the country is furnished free.

A NORTH DAKOTA DIVERSIFIED FARM NEAR JAME

Valleys of the Sheyenne and James.—The Sheyenne and James rivers run parallel for a considerable part of their course through North Dakota, and are separated by a rolling prairie country from 30 to 50 miles in width. The region which these two rivers water is more varied in surface than the Red River Valley, consisting of undulating and rolling and level prairies, diversified with ranges of low hills. There are numerous ponds and small lakes, surrounded by belts of natural meadow. Water is plentiful and good, and in the depressions all through this region are very many natural meadows. The land is almost uniformly good. The soil is brown loam, with clay subsoil; it is easily tilled, and highly productive of all the small grains and root crops. This is a fine wheat country, and grows large crops of oats, barley, rye, flax, timothy, alfalfa, and vegetables. Mixed farming, in connection with stock raising, is proving from the tests of practical experience to be especially advantageous, and the live-stock interests of the farmers are steadily on the increase. The Sheyenne and James rivers water extensive agricultural regions in North Dakota. The headwaters of both these rivers take their rise near the center of the State, the former flowing easterly into the Red River, and the latter southerly into the Missouri. The valleys of the two streams spread over portions of sixteen large counties. The valley of the Sheyenne, beginning in Pierce County, extends easterly through portions of Benson, Wells, Eddy, and Nelson, thence south and east through portions of Griggs, Steele, Barnes, Ransom, Richland, and Cass counties to the Red River Valley. The valley of the James, heading in the western part of Wells, reaches eastward through that county and part of Eddy, thence south through Foster, Stutsman, La Moure, Dickey, and Sargent counties, North Dakota, and continues across the State of South Dakota to the Missouri River Valley, the north line of Nebraska. The Pipestem River, the largest tributary of the James, rises in Wells County and flows southeasterly through Foster and Stutsman, and at Jamestown, an important town on the Northern Pacific Railroad, empties into the James River. The counties watered by these rivers and their tributaries in North Dakota, are among the older settled counties in the State, and contain many large and prosperous farming communities. In the more easterly of the counties the government lands are nearly all taken up and most of the railroad lands are sold. There is, however, a good deal of unsold railroad lands in Richland, Ransom, Sargent, and La Moure counties, reached by Northern Pacific branch lines from Wadena, Minnesota, to Milnor, Sargent County, and from Fargo to La Moure and Edgeley, La Moure County. There is but little government land in the James River Valley proper, nor east of it, except as mentioned above; but there still remains about 200,000 acres of railroad land, and also some areas of government land in the counties of Foster and Griggs and

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NORTH DAKOTA STATISTICS.

POPULATION.—The population of North Dakota by the U. S. Census of 1890 was 182,719; it is now estimated at 225,000. The State is but little more than four years old and is new in respect to settlement. There are 15 of its counties still unorganized which are not included in the enumeration of inhabitants in the State, nor are there official returns from these counties giving assessed values, productions, etc., or the number of head of live stock which they contain, although there are considerable settlements and many cattle, horses, and sheep on the grazing ranges in the unorganized counties. The inhabitants of North Dakota are intelligent, industrious, and enterprising; the State is well supplied with churches, schools, newspapers, post offices, and other accessories of civilized life; and the social and business relations are of a high order.

LIVE STOCK IN NORTH DAKOTA.—The report of the Department of Agriculture of the United States, February 12, 1895, gives the following number and value of live stock in North Dakota, January 1, 1895:

Horses and mules	174,531	head, value	$7,812,069
Cattle	404,411	" "	7,450,933
Sheep	367,171	" "	616,701
Hogs	108,210	" "	724,033
Total	1,054,323	" "	$16,603,736

As the State Legislature meets biennially, the reports of the State officers giving statistics relative to productions, education, and the growth of improvements and the various State industries are made every other year.

ASSESSED VALUATION OF TAXABLE PROPERTY.—The assessed value of taxable property in the State, for 1894, was $77,140,250, of which $55,887,303 was on lands and farms. The assessed value of live stock, in 1894, was $10,427,565. The assessed valuations are less than one-half of the true value. It is estimated that the actual value of property in the State exceeds $175,000,000. All of the principal trade centers have good banking facilities. The wealth of the State shows a steady increase year after year in the annual growth of its farming, dairying, and stock-raising industries.

CROP RECORD.—As in all other regions the yield of staple crops varies considerably in North Dakota in different years, depending on whether the season is more or less favorable. The largest amount of wheat produced in the State, at one harvest, was in 1891, when the total crop reached the enormous figure of 64,713,328 bushels, with an average yield of 22.58 bushels to the acre. In that year there were numerous instances of fields producing over forty bushels to the acre. The average yield of oats for the whole State was 42.54 bushels to the acre that year. To assist in harvesting and threshing the crop of that year the railroads took into the State 11,000 farm-hands and 227 steam threshing machines from neighboring States. As a general rule, it may be said that the crops of wheat, oats, barley, flax, rye, and potatoes compare very favorably, taking one year with another, with the yields of the same staples in the best farming districts of Wisconsin, Iowa, and Minnesota. As the soil and climate of North Dakota comes to be more thoroughly understood by the settlers, the fitness of the State for general agriculture is more and more clearly demonstrated. For example, Indian corn is now raised as far north as the valley of the Red River, almost to the British line, whereas a few years ago the whole State was supposed to be unfitted for the cultivation of this staple.

GRASSES AND HAY.—The prairies of North Dakota are covered with a luxurious growth of nutritious native grasses, which make such a good quality of hay that there is little need for cultivated grasses. The wild prairie grasses are tender and juicy, furnishing excellent pasture, and, where not grazed close, cure in the summer months as they grow, and stand as natural hay during the winter. The cut of prairie hay in 1894, including that from prairie meadows under fence, is estimated at 924,702 tons.

CREAMERIES AND DAIRY PRODUCTS.—The dairy productions in North Dakota are steadily increasing. Farmers are giving this important industry more attention, and are extending their dairy facilities to supply the growing demand for butter and cheese. While creameries are being operated at several points in the State, there are excellent opportunities open for the establishment of new creameries and cheese factories at a number of towns, the centers of trade for rich farming and stock-raising districts. The farmers will coöperate in the organization of creamery associations and cheese factories.

CULTIVATED LAND.—In 1894 there were 4,520,246 acres of cultivated land in North Dakota, of which 395,650 acres are under fence.

The total number of acres in farms, including the cultivated and uncultivated land, is 7,448,887 acres, valued, with improvements, at $59,208,029. Value of farming implements, $2,868,780.

GOVERNMENT LANDS FREE.—There are 22,000,000 acres of unoccupied Government lands in North Dakota open for entry, free, under the homestead laws.

RAILROAD LANDS.—The Northern Pacific Railroad Company has over 6,750,000 acres of desirable agricultural and grazing lands in North Dakota, for sale at prices ranging chiefly from $1 to $5 per acre, and on five years' time, if desired. See terms on outside page.

FLOURING MILLS.—There are flouring mills in operation at thirty-three of the cities and towns in North Dakota, with a capacity of 5,775 barrels of flour daily. The capital invested is $1,200,000, and the aggregate business of the mills for the year was $3,750,000. There are a number of good openings at the centers of trade in productive wheat-growing districts, located along the line of the Northern Pacific Railroad, where new flouring mills are needed and where such enterprises can be established with success and profit.

MANUFACTURES.—The manufacturing interests of North Dakota are not developed commensurate with its wants and possibilities. It offers favorable opportunities at many points in the State for the establishment of various manufacturing enterprises, for which its products furnish an abundance of raw material. There is need for more flouring mills packing houses, flaxseed-oil mills, oatmeal mills, woolen factories, implement factories, machine shops, brick-making, creameries, cheese factories, and other manufactories could be profitably established.

TREE PLANTING.—The planting of trees on the prairies of North Dakota is receiving more and more attention. Heretofore the settlers have been so occupied in the cultivation of the soil that the planting of hedges and groves has been neglected. Wherever the farmer has given sufficient time and care to the planting and cultivation of trees, successful growths have rewarded their efforts.

A BUNCH OF WILD PLUMS FROM VALLEY CITY, NORTH DAKOTA.

Reports from counties show that there are at present 55,482 acres of planted forests growing in North Dakota, comprising—

Cottonwood trees	20,814 acres.
Box-elder "	18,663 "
Ash "	5,528 "
Maple "	3,354 "
Other Varieties	7,123 "
Total	55,482 acres.

EDUCATIONAL AND RELIGIOUS ADVANTAGES.—North Dakota enjoys excellent educational and religious advantages. Each community is supplied with a well-regulated system of public schools, and the various religious denominations are well represented by churches and places of public worship, and by denominational schools and colleges. THE PUBLIC SCHOOLS of North Dakota are in a flourishing condition. The general government appropriated over 2,400,000 acres of the public lands, for school purposes, in the State. In each township Sections 16 and 36—1,280 acres—are devoted to the support of public schools. When admitted to the Union the State came into possession of its school lands, and it is provided that they can not be sold for less than $10 per acre. This insures the State a magnificent permanent school fund.

In 1894 North Dakota had 1,765 public schools, employing 2,700 teachers. At the larger cities and towns there are graded and high schools, modeled after the best systems in operation in the older States, with good teachers, and supplied with suitable buildings and apparatus for the higher education. Besides several important denominational colleges, the North Dakota University, located at Grand Forks, costing $80,000, has every appliance for conferring the higher technical education. NEWSPAPERS.—A good index of the intelligence and enterprise of a people is the number of newspapers they support. There are 135 newspapers published in the new State, a larger number than in the States of Vermont and Delaware combined.

HEALTH STATISTICS.—The climate of North Dakota is pre-eminently healthful. Malarial diseases are unknown. Consumption and other pulmonary complaints rarely originate in this region. Settlers who have contracted diseases of this nature elsewhere are greatly benefited and usually experience an entire cure by a residence in this climate.

The health statistics of the State show a mortality in North Dakota of less than 5½ to 1,000 inhabitants, or 1 in every 183 of the population. This is an extraordinarily low annual death rate as compared with the annual death rate of other sections of the United States, and is much below the average rate of mortality of the entire country, which official statistics place at a fraction more than 15 to 1,000 inhabitants or 1 in every 66 of the population.

HUNTING AND WILD GAME.—During the season no part of the United States offers a greater variety and abundance of wild game than is found on the prairies and along the waters of North Dakota. On the prairies are to be found numerous members of the grouse family and other game birds. Prairie chickens, snipe, plover, curlew, and other species afford good sport. In the streams, ponds, and lakes, gather great numbers of geese, brant, all varieties of ducks, and other water fowl.

Antelope, deer, and other large game is found in the sparsely settled prairie districts, in the Bad Lands of the Little Missouri, and in the timbered sections. The abundance of wild fowl and other game supply settlers with desirable game food, and afford excellent sport for hunters.

NORTH DAKOTA TOWNS.

Fargo, No. Dak., county seat of Cass County, the metropolis of the Red River Valley, and the largest city in the State, has a population of 8,000, and is an important railroad center; it is also the head of regular navigation of the Red River. It has water works, electric light, 3 wheat elevators with a capacity of 250,000 bushels, numerous manufactories, opera house theater, street railway, a good many stores, 4 public school buildings, 3 daily and several weekly newspapers, 4 banks, 12 churches, a $75,000 courthouse, a handsome high-school building, and several hotels, one of them the finest in the Northwest. The Fargo & Southwestern Branch of the Northern Pacific Railroad diverges at this point from the main line to La Moure and Edgeley, in La Moure County. The United States Land Office, for the Fargo District, is located here. It is located in a rich agricultural country.

Grand Forks, No. Dak., county seat of Grand Forks County (population 7,500), at the junction of the Red Lake and the Red River, is the center of a fertile farming country. It is an important town on the branch of the Northern Pacific Railroad to Winnipeg and other Manitoba towns. It is a well-built city with substantial business blocks, occupied by many mercantile establishments. It has 5 elevators, capacity 450,000 bushels, several good hotels, 8 churches, a courthouse costing $150,000, 4 national banks, 2 daily and 2 weekly newspapers, a United States Land Office, and high-school buildings. The University of North Dakota is located here.

Grafton, No. Dak., county seat of Walsh County (population 2,500), is a flourishing town in a productive wheat-growing country. It is an important station on the branch of the Northern Pacific Railroad, which traverses the Red River Valley to Manitoba, it has 8 elevators, capacity 600,000 bushels, 30 general stores, 8 hotels, 6 churches, good schools, flouring mill, 2 banks, and 2 newspapers.

Pembina, No. Dak., county seat of Pembina County, is situated on the west bank of the Red River, close to the Manitoba boundary line, on the branch of the No. Pacific R. R. to Winnipeg, Portage la Prairie, and Brandon, Manitoba. It has a population of 750, 6 stores, 3 hotels, bank, elevator, flouring mill, schools, 4 churches, and is surrounded by a fine agricultural country.

Lisbon No. Dak., on Fargo & Southwestern Branch (population 1,500), the county seat of Ransom County, is situated in the valley of the Sheyenne River. It has 3 flouring mills, 4 elevators, 2 banks, 2 weekly newspapers, foundry, machine shop, and is an important mercantile center.

La Moure, No. Dak., county seat of La Moure County (population [illegible]), is situated on the James River. It is on the Fargo & Southwestern Branch, 88 miles from Fargo and 21 miles from Edgeley, present terminus of F. & S. Branch, and also on the James River Valley Branch, 50 miles from Jamestown, and 20 miles from Oakes, present terminus of the J. R. V. Branch. It has an elevator, flour mill, 2 banks, newspaper, a fine large hotel, a creamery, and is surrounded by a well-settled agricultural and stock-raising district.

Edgeley, No. Dak., is a new and flourishing town in La Moure County. It is the terminus of the Fargo & Southwestern Branch of the Northern Pacific Railroad, and also the terminus of one of the branches of the Chicago, Milwaukee & St. Paul Railway system. It has 300 inhabitants, 10 stores, 2 hotels, newspaper, bank, school, 2 churches, 2 elevators. It is surrounded by an excellent agricultural country, adapted to wheat growing, general farming, and stock raising.

Wahpeton, No. Dak. (population 3,000), county seat of Richland County, situated at head of Red River navigation, and at junction of Otter Tail and Bois de Sioux rivers, has numerous stores, 3 banks, 3 elevators, 5 hotels, 3 newspapers, flouring mill, and factories; in a prosperous farming district.

Milnor, No. Dak., the county seat of Sargent County (population 500), is the present terminus of the Northern Pacific, Fergus Falls & Black Hills Branch, 120 miles from Wadena. It has hotels, 2 banks, 3 churches, 3 elevators, 2 newspapers, school, and a number of general stores. It is situated in a fine agricultural region and has a good trade.

Casselton, No. Dak., 20 miles west of Fargo, on the main line of the Northern Pacific, has a population of 1 200. It is a flourishing market town, in the midst of a cultivated wheat region, with stores, banks, hotels, churches, newspapers, etc. Several of the so-called bonanza wheat farms are near Casselton.

Wheatland, No. Dak. (pop. 350), **Buffalo, No. Dak.** (pop. 500), are prosperous wheat-market towns in Cass County, located on the main line of the Northern Pacific, surrounded by fine cultivated farming regions. Each having hotel, 3 elevators, bank, stores, school, and churches.

Tower City, No. Dak., Cass County, situated in a productive, well-settled country, has 3 hotels, 2 school buildings, one the Tower University, 2 elevators, flouring mill, brickyard, public library, and an artesian well of medicinal water and bottling works. It has a population of 450.

Oriska, No. Dak. (pop. 100), has stores, bank, 3 elevators, hotel, newspaper, and school.

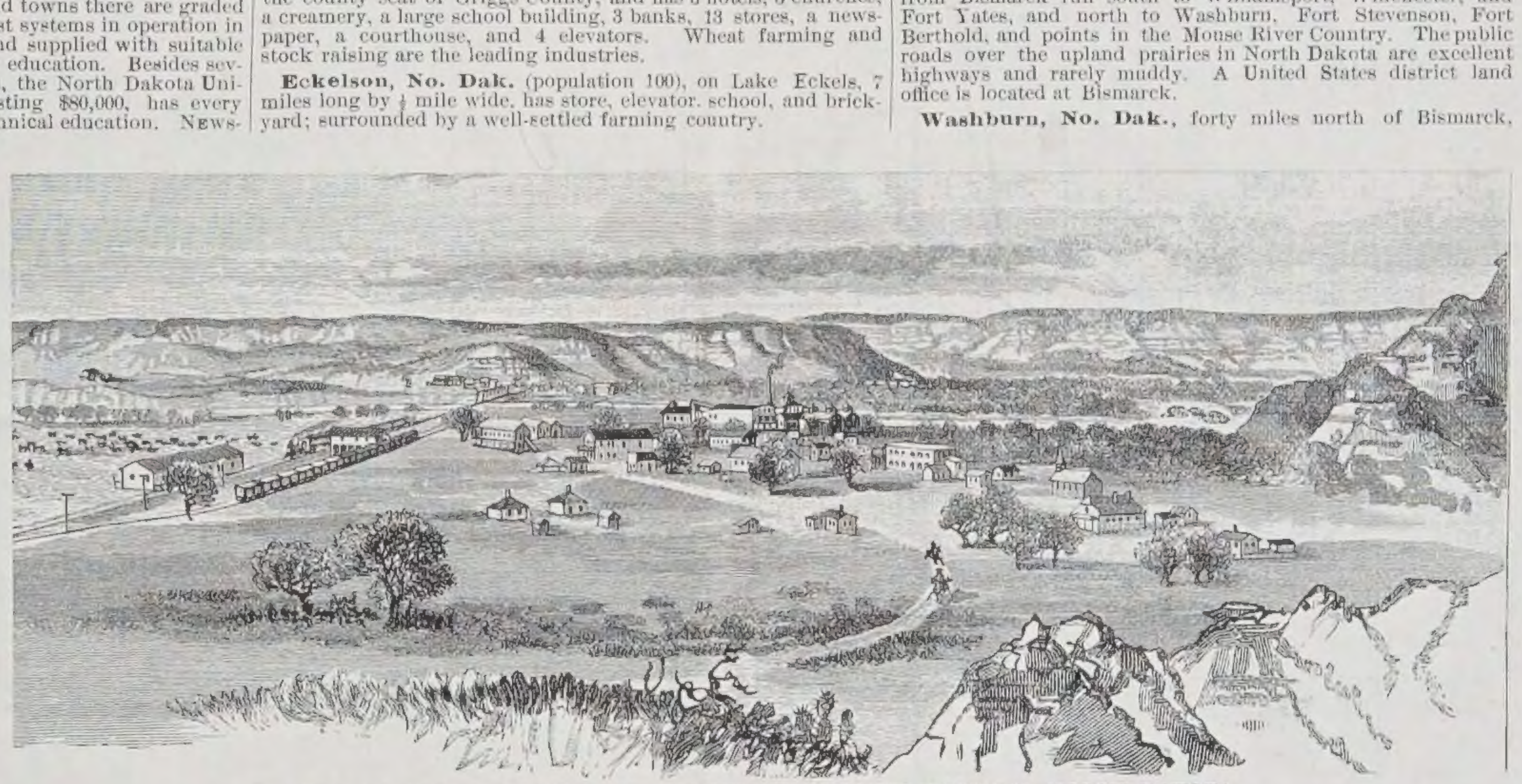
Valley City, No. Dak., on the Sheyenne River, 58 miles west of Fargo, is the county seat of Barnes County (population 1,500). It is well built, having a large hotel, courthouse, public school building, and numerous business blocks constructed of yellow brick made in the place. It has a flouring mill, 2 weekly newspapers, 2 banks, 4 elevators, 5 churches, and a creamery.

Sanborn, No. Dak., is at the divergence of the Sanborn & Cooperstown Branch (population 600). It has 2 newspapers, 2 public halls, 4 churches, 2 hotels, a school, 11 stores, a bank, and 3 elevators. It is situated in a good farming country.

Dazey, No. Dak., Barnes County (population 300), on S. & C. Branch, has stores, hotels, livery stable, and 3 elevators, in a fertile farming country.

Cooperstown, No. Dak., 36 miles north of Sanborn, is the present terminus of the S. & C. Branch (population 600). It is the county seat of Griggs County, and has 3 hotels, 3 churches, a creamery, a large school building, 3 banks, 13 stores, a newspaper, a courthouse, and 4 elevators. Wheat farming and stock raising are the leading industries.

Eckelson, No. Dak. (population 100), on Lake Eckels, 7 miles long by ½ mile wide, has store, elevator, school, and brickyard; surrounded by a well-settled farming country.



VIEW IN THE BAD LANDS OF THE LITTLE MISSOURI, WESTERN NORTH DAKOTA.

Spiritwood, No. Dak. (population 100), has store, church, school, and 2 elevators.

Jamestown, No. Dak., the metropolis of the James River Valley and the county seat of Stutsman County, is an active, well-built town of 2,500 inhabitants, having a successful trade. It has 2 large hotels, 3 churches, 2 daily and 3 weekly newspapers, 4 school buildings, electric lights, creameries, a Presbyterian college, 4 banks, 7 elevators, 2 breweries, and many substantial business blocks. The North Dakota Insane Asylum, costing $500,000, is located here. There is an artesian well and water works at Jamestown which supplies the town with an abundance of water. The Jamestown & Northern R. R. runs northerly through Minnewaukan, at the west end of Devil's Lake, to Leeds, a distance of 108 miles, and the James River Valley R. R. runs southerly down the Valley of the James to Oakes, 69 miles distant.

Grand Rapids, No. Dak., La Moure County (population 200), has stores, church, school, and 2 elevators, in a productive country traversed by the James River Valley Branch.

Oakes, No. Dak., Dickey County, is a new and important town in a fine agricultural country (population 1,000). It is the southern terminus of the James River Valley Branch of the Northern Pacific Railroad, 69 miles south from Jamestown. The Chicago & North-Western and the Minneapolis, St. Paul & Sault Ste. Marie railroads radiate from Oakes. It has 5 elevators, 4 hotels, several manufacturing establishments, opera house, flouring mill, bank, 4 churches, schools, newspaper, and 15 general stores. Oakes is a large grain shipping point, doing a good business with the country tributary to it.

Pingree, No. Dak., on Jamestown & Northern Branch (population 100), has 2 elevators and 2 stores.

Melville, No. Dak., on J. & N. Branch (population 100), has 2 elevators, hotel, church, and school.

Carrington, No. Dak., on the Jamestown & Northern Branch, 43 miles from Jamestown, is the county seat of Foster County, and has a population of 400. It has 2 hotels, a bank, newspaper, 6 stores, school building, and courthouse. It is the center of trade for a productive and well-settled farming country, and is the point of divergence of the branch railroad line to Sykeston, county seat of Wells County.

Sykeston, No. Dak., 13 miles west of Carrington (population 300), is the county seat of Wells County, and present terminus of a branch of the Jamestown & Northern Railroad from Carrington, and the center of extensive farming operations carried on by the English firm of R. Sykes & Co. It has stores, hotels, newspaper, school, church, elevators, and is the trade center of a fertile country adapted to wheat culture, mixed farming, and stock raising. The Coteaux, lying to the south and westerly, can be reached by team from Sykeston. Lignite coal is mined on Pony Gulch, in the northwestern part of Wells County, for the use of settlers.

Ontario, No. Dak., 15 miles west of Sykeston, in Wells County, is surrounded by a fine agricultural country.

New Rockford, No. Dak., 59 miles from Jamestown, county seat of Eddy County (population 600), is a flourishing town in the midst of a fine fertile country. It has hotel, stores, bank, flour mill, newspaper, and two elevators.

Oberon, No. Dak. in the Antelope Valley, a fine farming country, has hotel, stores, elevator, lumber and coal yard. Stages run to Fort Totten, 11 miles distant.

Fort Totten, No. Dak., a military post, is beautifully situated on the south side of Devil's Lake, 15 miles east of Minnewaukan. A large Indian Mission school is located here. Stages from Oberon run to Fort Totten, 11 miles distant.

Minnewaukan, No. Dak. (population 450), is the county seat of Benson County, situated at the west end of Devil's Lake, and has communication, by steamboat, with Fort Totto, on the southern shore, and with Devil's Lake City on the northern shore. It has stores, bank, newspaper, elevator, school, hotels, church, and is in a fine farming region.

Leeds, No. Dak. (population 280), is the junction point of the Jamestown & Northern Branch of the Northern Pacific Railroad with the Great Northern, and is the present terminus of the former road. It has hotel, school, stores, elevator, newspaper, and is a promising trade center.

Eldridge, No. Dak., has 100 inhabitants, elevator, hotel, church, stores, and school.

Windsor, No. Dak., in Stutsman County (population 100), has elevator, two hotels, store, school, lumber and coal yard. The Coteaux Country is reached from Windsor.

Crystal Springs, No. Dak., Kidder County, a railroad station on Crystal Lake, has store and hotel.

Tappen, No. Dak., Kidder County (population 100), has hotel, two stores, and elevator. The well-known Troy Farm is located here, in a productive agricultural country.

Dawson, No. Dak., Kidder County (population 400) is surrounded by a fine grain-growing and stock-raising country, well adapted to wheat raising and mixed farming. It is the trade center of a prosperous agricultural settlement. It has an elevator, a good hotel, newspaper, church, schoolhouse, and stores. Lake Isabel is two and a half miles south, and there are several small lakes within a few miles north of the town. Good water is obtained in wells at a depth of 15 feet. Over 20,000 sheep have been brought into the county during the past two years to place with farmers to raise on shares.

Steele, No. Dak., county seat of Kidder County (population 300), is in a rich tributary country which has acquired a reputation for the excellent character of its wheat. The town has a hotel, newspaper, elevator, courthouse, and stores, and is a flourishing trade center. Sheep raising is a growing industry The Coteaux can be reached from either Dawson or Steele.

Napoleon, No. Dak., county seat of Logan County, is the center of a fine agricultural region, surrounded by large areas of unoccupied government and railroad lands which can be reached by team from either Dawson or Steele.

Sterling and **Menoken**, **No. Dak.**, Burleigh County, are Northern Pacific stations, shipping points for productive agricultural districts, with hotels, grain warehouses, stores, etc.

Bismarck, No. Dak., the capital of the State, and the county seat of Burleigh County, is an active commercial city, with a population or 2,500. Steamboats run from Bismarck up the Missouri River to the head of navigation, at Fort Benton, a distance of 1,200 miles, and down the river to Winona, Fort Yates, etc. Bismarck has 5 churches, 5 school buildings, 4 banks, 12 hotels, 2 daily and 2 weekly newspapers, a courthouse, a flouring mill, elevators, and a brewery. The business portion is substantially built with brick. The State capitol stands in a commanding position on high ground north of the town. The North Dakota Penitentiary, a large brick structure, is located about a mile east of the town. There is scarcely any waste land in Burleigh County, and the country tributary to Bismarck is destined to become a densely settled region of small farms. There is a creamery in operation here. The Bismarck bridge, by which the Northern Pacific Railroad crosses the Missouri River, cost over a million dollars. Stages from Bismarck run south to Williamsport, Winchester, and Fort Yates, and north to Washburn, Fort Stevenson, Fort Berthold, and points in the Mouse River Country. The public roads over the upland prairies in North Dakota are excellent highways and rarely muddy. A United States district land office is located at Bismarck.

Washburn, No. Dak., forty miles north of Bismarck, county seat of KcLean County (population 200), has a flouring mill, saw mill, church, school building, courthouse, hotels, and stores. The surrounding country is rolling prairie, rich agricultural land, adapted to wheat raising, mixed farming, and stock raising. There are several veins of lignite coal opened in McLean County. There are many Scandinavian and French Canadian farmers located in this section. Washburn is reached from Bismarck by stage, or by steamboat on the Missouri River.

Coal Harbor, No. Dak, on the east side of the Missouri River, is a coal mining town in McLean County. It has hotel, and stores, and is the trading point for settlers in this vicinity. It is reached from Bismarck by stage or steamboat.

Williamsport, No. Dak., county seat of Emmons County, 40 miles southeast of Bismarck; **Winchester,** Emmons County, 20 miles south of Williamsport; and **Winona,** Emmons County, situated on the east bank of the Missouri River, 50 miles south of Bismarck, opposite Fort Yates, are farming trade centers, supported by rich agricultural districts. The first two towns are reached by stage, and the latter by stage or steamboat from Bismarck.

Mandan, No. Dak. (population 2,000), is the county seat of Morton County, and is situated on the west side of the Missouri River, about three miles from the great bridge. It has a steamboat landing on the river, a distance of about a mile from the business streets. It has a roller mill, with a capacity of 250 barrels of flour a day, and an elevator—capacity 75,000 bushels. Mandan enjoys the trade of an extensive agricultural region of country west of the Missouri, and is a well-built, prosperous town. The repair shops and roundhouse of the Dakota and Missouri Divisions of the Northern Pacific Railroad are located here. It has 2 large hotels, a daily and 2 weekly newspapers, 5 churches, 3 banks, a creamery, courthouse, and public school building. Morton County contains many thousand acres of rich agricultural lands, adapted to wheat raising and general farming in connection with stock raising.

Sanger, No. Dak., county seat of Oliver County, and **Stanton, No. Dak.,** county seat of Mercer County, are both located on the west bank of the Missouri River. They are trading points for farming and stock-raising districts, with stores, hotels, etc., and are reached from Mandan by stage or by steamboat on the Missouri River.

New Salem, No. Dak., Morton County, 28 miles west of the Missouri River (population 300), is the center of a large and prosperous German and American colony, from Illinois and Wisconsin, who are improving farms in this section of Morton County, and northward in Oliver and Mercer counties. It has hotel, stores, lumber yard, bank, a weekly newspaper, church, and school building. Lignite coal abounds.

Sims, No. Dak., Morton County, 35 miles west of the Missouri River (population 300), is an important mining town, chiefly engaged in working veins of lignite coal, which underlies the surrounding country. It has hotel, church, school building, and stores.

Glenullen, No. Dak., Morton County (population 250), is the business center of a flourishing colony of settlers from Ohio, Wisconsin, Illinois, and Iowa, who are engaged in successful farming occupations and stock raising on the rich agricultural lands in each direction from the town. It has hotel, 2 churches, school, and stores. There are a considerable number of Germans and Scandinavians located in this section of country. Lignite coal is abundant.

Hebron, No. Dak., Morton County, 70 miles west of the Missouri River, is situated at the head waters of the Knife River. It has hotel, church, stores, school, cheese factory, and lumber yard. The productive agricultural lands adjacent to this place are being largely taken up by an important German colony from Illinois, Wisconsin, Iowa, and South Dakota. Throughout this region the winters are shorter and milder than in Minnesota and Wisconsin. The snowfall is lighter than in South Dakota, Nebraska, or Iowa, and the muddy seasons are short. Lignite coal is plenty. This is an excellent country for general farming and stock raising.

Richardton, No. Dak., Stark County (population 50), is the trade center for an excellent agricultural district. It is situated on the fertile, rolling prairie between the valleys of the Knife River on the north and Heart River on the south. A German colony, founded by C. B. Richard & Co., of New York, has settled on farms around Richardton. It has hotel, stores, church, lumber yard, and school. Coal abounds in the vicinity.

Taylor, No. Dak., a railroad station, has 2 stores, a lumber and coal yard, a creamery, and a hotel. It is situated in a superior farming country. To the north is the Knife River Valley, with a number of fine springs and oak groves, and to the south is the valley of the Heart River.

Gladstone, No. Dak., Stark County, 100 miles west of the Missouri River (population 200), situated at the junction of the Heart and Green rivers, in the midst of a fine agricultural country, is the trading point of a colony of farmers from Wisconsin. It has a flouring mill, hotel, stores, 2 churches, 2 school houses, and lumber yard. Veins of lignite coal are opened here.

Dickinson, No. Dak. (population 1,500), county seat of Stark County, 110 miles west of the Missouri River, is situated on a beautiful productive rolling prairie drained by the Heart and Green rivers. It has railroad shops, 3 hotels, 2 newspapers, stores, 2 churches, schoolhouse, and a handsome brick courthouse; is an important mercantile town, and is also a large shipping point for range cattle. **Lehigh,** 5 miles east of Dickinson, is now the most important coal shipping station in North Dakota.

New England City, No. Dak., Hettinger County, situated on the Cannon Ball River, 25 miles south of Dickinson, is the center of a settlement composed principally of families from the New England States, and is surrounded by a good country for agriculture and stock raising. Lignite coal is abundant in Hettinger County.

Belfield, Stark County, and **Fryburg**, Billings County, **No. Dak.,** are Northern Pacific Railroad stations. 130 and 138 miles respectively, west of the Missouri, at the entrance of the Bad Lands of the Little Missouri River.

Medora and Little Missouri, No. Dak. (Medora P. O.), are situated on the east and west banks of the Little Missouri River, in the midst of the "Bad Lands;" population 100, with hotels and stores. This region abounds in singular formations of surface and picturesque scenery, full of interest to scientists and wonder to pleasure seekers.

A WORD TO SETTLERS.

Remember, that North Dakota has one great and paramount advantage, viz.: That it contains immense areas of easily tilled soil ready for the plow. No clearing of trees or removing of stumps is necessary. The land lies open in broad, fertile expanses awaiting cultivation. Crops can be raised as soon as the first sod is turned. The settler can, the first year, raise potatoes, oats, wheat, corn, and vegetables enough for his own home consumption. Remember, also, that there is much less snow in North Dakota than in Wisconsin, Michigan, Iowa, Nebraska, South Dakota, or in States farther East in the same latitude The upland prairie roads to market towns are seldom muddy or heavy, as the long, muddy seasons experienced in many other sections are not encountered in North Dakota. Re-

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residents are extrem
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TREE C

ANSWERS

C

TRANSPORTATI

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Pacific Railroad?

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over 5 and under 12 years,
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east and south of eastern
any point reached by the
your nearest coupon ticket

Q. Should farming impl
hold articles be taken?

A. Freights on second-ha
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household goods, and all n
are in good condition. Two
a car with household goods

Q. It is advantageous for
to North Dakota?

A. Farmers are recomm
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taken in every year to sup
stock raising is profitable a
with as many head of live s
Dairying is profitable, and
Poultry thrives on the prair
climate being eminently fa
fowls. A car load of house
to all points in North Dakot

Q. Can a family be transp
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A. They can not, they go
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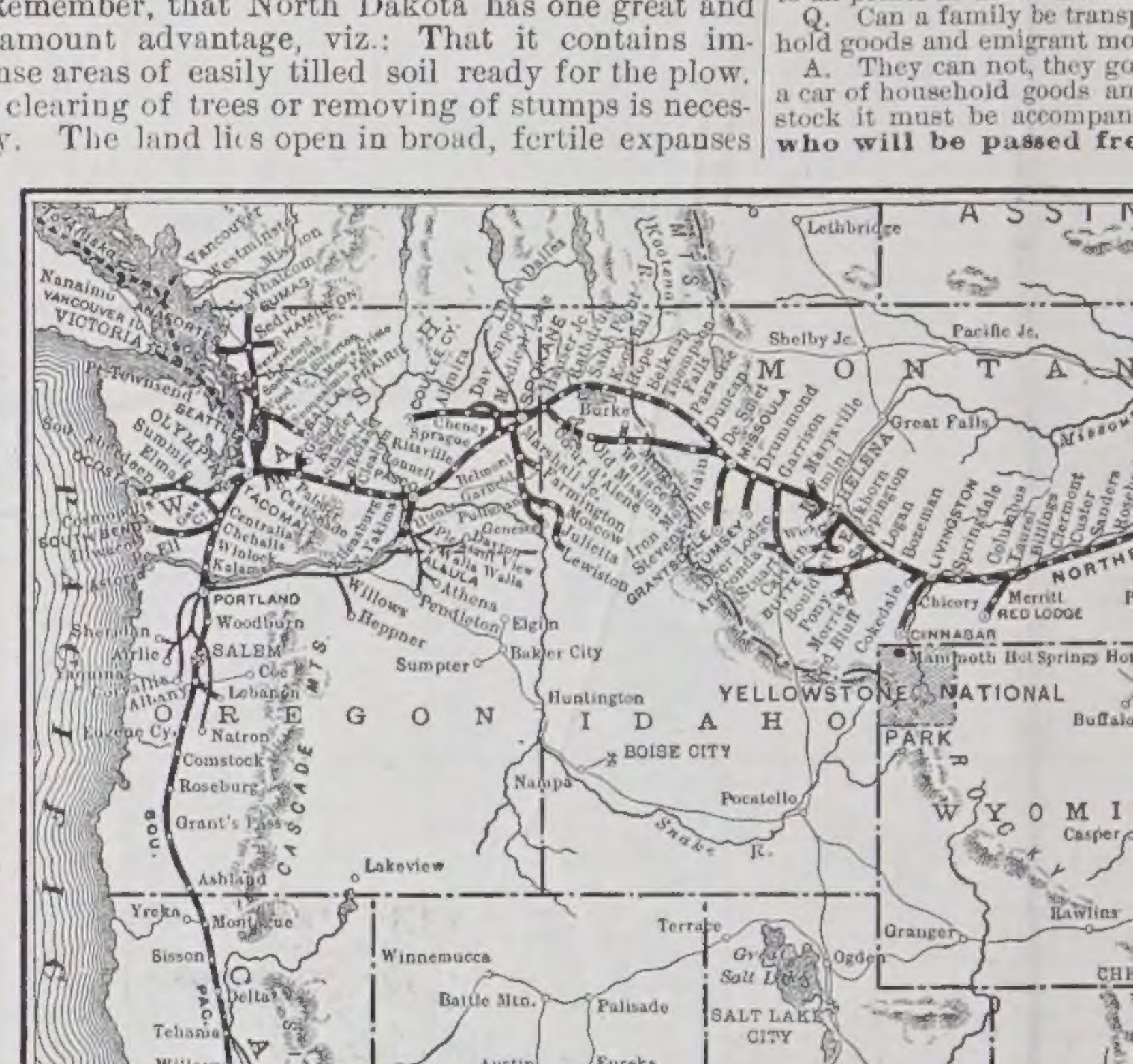
who will be passed fre



Q. How much baggage ar
A. 150 pounds of baggage
75 pounds on each half-fare t
the Northern pacific R. R. an

Q. What are the prices o
A. There are dealers in
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gins over the cost at the facto

Q. What is the best time
A. The early spring, so th
the sod as soon as the frost i
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buildings and get some of
crops.